

NORTH SOMERSET COUNCIL DECISION

DECISION OF: COUNCILLOR MARK CANNIFORD. THE EXECUTIVE MEMBER FOR PLACEMAKING AND ECONOMY

WITH ADVICE FROM: THE DIRECTOR OF PLACE



DECISION NO: 21/22 DP 275

SUBJECT: Leigh woods parking scheme

KEY DECISION: NO

REASON: The proposal is under £500k in value and does not significantly affect more than one parish.

BACKGROUND:

The Executive decided in October 2020 to implement a parking scheme in Leigh Woods to include the installation of pay and display charges and a residents parking permit scheme. That decision superseded earlier versions of the proposal that were previously approved by the Executive in October 2019 and January 2020. Since then detailed drawings have been shared with residents and other stakeholders for input to help refine the proposals ahead of a statutory consultation exercise in August and September 2021 as part of the legal process to make the Traffic Regulation Order required to implement the scheme.

DECISION:

- 1) In light of the feedback and objections received through the statutory consultation, approve the final details of the Leigh Woods parking scheme.
- 2) Authorise the sealing by Legal Services of the On-street parking designation order to introduce pay and display charges with a residents parking scheme.
- 3) Any further changes resulting from the review that require a formal decision be delegated to the Director of Place in consultation with the Executive Member for Placemaking and Economy.

REASONS:

Residents have always been clear about the need to manage commuter parking to allow other users to park and the scheme will achieve this through a combination of dedicated residents only bays as well as charges for all day parking. The purpose of pay and display parking is to manage demand by adjusting the prices to achieve the right balance and availability of spaces for residents, commuters and leisure users. Prices will be reviewed after the scheme has been given time to bed-in and periodically (e.g. annually)

thereafter. Resident only bays have been included to meet the peak demand from residents that was observed during usage surveys and residents will be able to purchase permits for vehicles parking in those bays. Whilst Covid has affected demand for parking, we are expecting demand to return as we emerge from the pandemic. Pressure on parking spaces is likely to increase going forwards in light of Local Plan growth levels and proposals such as the Bristol clean air zone which will make it more difficult for cars to enter the city.

In June 2021 informal comments were invited on more detailed drawings showing how the scheme would be laid out and parking bay locations. This feedback resulted in a series of amendments to the scheme which included:

- Amendment to the all-day charge from £5 to £6
- changes to the permit terms and conditions to:
 - allow all households to have two residents permits with no reduction for those with driveway space
 - visitor permits to be available to purchase separately rather than included with residents permits
 - introduce an additional allocation of visitor permit hours for those residents who require a carer.
- reduce the number of standard pay and display bays, reduce the number of short-stay bays and increase the number of resident permit bays.
- various detailed changes to lining and bays – these are reflected on the scheme plan and you can [view a tabulated summary online](#) in appendix 1.

In August and September 2021, a three-week statutory consultation was undertaken to gather feedback on the Traffic Regulation Order needed to create a legal basis for the scheme. We wrote to 311 properties, published plans and further details on our website and emailed many stakeholders including parish and local ward councillors.

We received comments from 31 respondents. In response to the feedback received, the scheme has been further amended to include additional resident-only parking spaces on part of North Road (made possible by the removal of five short stay parking spaces). Survey data backed up the comments received and indicates there is high demand for residential parking along this stretch of road.

Changes have also been made to parking restrictions near St Mary's church, which include moving the mobile library space and resident-only spaces.

We wrote to residents on streets affected by these revisions inviting further comments. We received comments from 8 respondents. A summary of the comments and objections received through the statutory consultation process can be found in Appendix 2 (*note that most respondents made more than one comment*).

Further amendments proposed in light of feedback include:

- Increased annual limit on visitor permits from 250 hours to 500 hours
- Visitor permit expiry increased from 1 year to 3 years
- Various adjustments to lining and locations of bays – now reflected in the general arrangement.

- Minor amendments to the proposed changes on North Road to facilitate planned amendments to a property access, and to reinstate a resident-only parking space on Vicarage Road.

Revised permit terms and conditions are set out in appendix 3 and the final scheme plan is shown in appendix 4. The charges for the pay and display bays shown on the plan would be as follows:

Table 1. Pay & display charges Mon-Sun 9am-9pm

Duration	Price
1 hour	£1
2 hours	£2
3 hours	£3
4 hours	£4
All day	£6

If approved, the implementation would be programmed as soon as possible subject to contractor mobilisation and could be completed early in the new year. Scheme opening would then be expected sometime during Q4 of the current financial year subject to gearing up the operational aspects of the scheme which include getting back office systems setup ready to issue permits.

The scheme will be monitored closely after implementation in light of operational data and modifications made as necessary. A review will be undertaken after 6-12 months operation to identify whether any substantial changes are required and to learn lessons for consideration when developing proposals for other locations.

OPTIONS CONSIDERED:

Option of installing restrictions only at Leigh Woods, as previously advertised was considered and consulted upon but not implemented. Previous consultation feedback indicated a strong preference for a scheme that included a residents' permit. Surveys of parking demand in the area indicated that a range of parking user types could be accommodated within the spaces available and these may not all have been given fair access to the parking amenity in this location using a limited waiting restriction scheme.

Option to do nothing at Leigh Woods would leave residents and all other users to deal with increasing pressure on the limited on-street parking resource. The recent introduction of charges in the nearby forest car park as well as the forthcoming introduction of a clean air zone in Bristol is expected to add pressure to on-street parking as traffic levels grow post-Covid.

FINANCIAL IMPLICATIONS:

The financial implications were included in the October 2021 Executive report and were approved.

Using the survey data for existing parking demand (pre-Covid) and a reasonable set of assumptions based on operational experience, there is enough information to build a financial case which indicates that a pay & display scheme with residents parking would be viable for Leigh Woods. Based on the assumptions used, it would be reasonable to expect the scheme to be self-funding and potentially generate a small annual surplus after the operating costs and repayment of setup costs have been taken into account. Any surplus must be used to fund highway and transport improvements which could include amendments to the scheme after it is reviewed or other work arising through the ongoing parking review. Highway and transport improvements also covers a range of other works such as measures to support active travel and tackling climate change. Note the estimates are based on pre-covid conditions and so there is a risk that usage will be lower until behaviours return to normal. Increases to the all-day parking charge in light of consultation feedback may also affect usage levels.

Table 2. Estimated full year income and expenditure summary

MID-RANGE ESTIMATE	£000'S
Pay and display income	-116
Enforcement income	-30
Residential permit income	-3
Total income	-149
Operating costs	60
Borrowing costs	24
Total costs	84
Net income	-65

Costs

Costs should be funded from the revenue generated by the scheme including the setup costs which are to be funded from borrowing and repaid using annual income.

Setup costs

£177k setup cost estimate to implement scheme based on recycling machines instead of using new ones where possible.

Operating cost estimate: £84k (consists of £60k general operating costs + capital financing costs £24k)

The council has not previously operated a residents' permit scheme to the extent included in this proposal. The operating costs and associated enforcement costs are hard to accurately quantify, partly due to lack of operational experience in this area but also due to elements which involve 3rd party suppliers. It is normal practise to expect a residents' permit scheme to fully cover its costs and so prices will be set with that in mind. In this

case, the risk of under-recovery can be offset against P&D income. The P&D prices have been amended upwards twice in light of consultation feedback which increases the risk of under-recovery in the event that prices discourage parking to a significantly greater extent than envisaged in the initial proposal.

Ongoing operational cost estimates include the following key elements:

Table 2. Operating cost estimates breakdown

OPERATING COST ELEMENT	COST PER ANNUM
Staff and travel	£ 34,000
Cash collection and bank fees	£ 3,000
Additional processing fees	£ 10,000
Mi-permit fees	£ 2,000
P&D machine hosting and servicing	£ 6,000
Insurance premium	£ 5,000
Subtotal operating costs	£ 60,000
Financing costs over 10 years	£ 24,000
Operating plus financing costs	£ 84,000

There will be some ongoing additional maintenance liabilities associated with the signs and lines which will require a refresh from time to time to ensure they remain legible and enforceable. There are existing budgets for general maintenance of signs and lines.

No additional budget has been included for the replacement of P&D machines. This may not be required in light of the trend towards online/phone payments but if replacement machines are needed these will need to be funded using revenue from fees and charges.

Funding

There is an approved capital budget of £241,573 for the scheme within the capital programme (KDS206) which was approved at the November 2019 Executive. Of this budget, £155,000 is financed through borrowing. The financing costs associated with the borrowing will be repaid from the net income derived from the scheme over 10 years. The balance of the funds needed to implement the scheme comes from a mix of central government capital settlement for integrated transport schemes and from deposits and reserves.

The scheme is expected to be self-funding using income from pay and display charges, residents permit scheme fees and income from Penalty Charge Notices issued during the course of carrying out enforcement activity.

Ongoing revenue costs will also be covered using income generated by the scheme.

LEGAL POWERS AND IMPLICATIONS

The Road Traffic Regulation Act 1984 provides the council with the necessary powers to implement parking restrictions, including parking charges, on the public highway and in council-operated car parks. This is achieved by making Traffic Regulation Orders, for which there is a defined statutory process.

The Traffic Management Act 2004 provides the council with the powers to enforce on-street parking restrictions.

It should be noted that in accordance with section 55 (as amended) of the Road Traffic Regulation Act 1984, the council is required to keep account of:

- All income and expenditure in respect of designated parking places (i.e. on street parking);
- Income and expenditure as an enforcement authority for parking contraventions (this means all enforcement activities so that will be for on and off-street parking spaces and also enforcement of traffic sign regulations, waiting and loading areas, parking in taxi stands etc.)

The financial requirements at the end of each financial year are as follows:

- Any deficit to be made up from the general fund
- Any surplus to:
 - a) making good to the general fund any amount charged in the last 4 years in respect of a deficit
 - b) meeting the cost of provision and maintenance of off-street parking provision
 - c) If provision of further off-street parking is unnecessary or undesirable to
 - i) costs of public passenger transport services
 - ii) highway / road improvement
 - iii) environmental improvement

Expenditure must be in relation to the council's own area. Environmental improvement includes the reduction of environmental pollution, improving or maintaining the amenity of a road or land in the vicinity of a road or open land or water to which the public has access, provision of outdoor recreational facilities available to the public without charge.

CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

Even with widespread technological change including switching to electric vehicles, there is a growing body of evidence that suggests more will still need to be done to reduce the climate impacts of transport. Car ownership and use will need to be reduced and parking controls such as those in this proposal are one of the tools available to influence behaviours and encourage more sustainable alternatives where possible. This scheme does not prevent parking but by introducing charges where currently parking is free, will encourage some users to use alternative modes such as walking, cycling and public transport if available. Charges such as these may tip the balance and encourage more use of bus services including park and rides.

The scheme design includes an EV charge point and looks set to become the first on-street charger in North Somerset. Whilst North Somerset has made good progress with

installing chargers in car parks and has created the charging hub in Portishead, this will mark a first step in tackling the challenges presented by on-street charging. There is clearly much to be learned from installations such as this and work is already underway to identify and progress other locations.

Options are being considered to facilitate an electric hook up for the ice-cream van near Leigh Woods to remove the need for an idling diesel engine all day and improve local air quality near the landmark Clifton suspension bridge.

Reusing old pay and display machines will remove the carbon cost associated with manufacture of new ones.

CONSULTATION

In February and March 2020 we held informal consultation with residents, Leigh Woods community groups and the wider public to better understand parking issues affecting the area. The Executive Committee reflected on the feedback from this consultation and decided in October 2020 to implement the scheme with some changes. The recommendations were reviewed and supported by the Strategic Planning, Economic Development and Regeneration (now “Place”) policy and scrutiny committee on 14 September 2020.

In order to inform the detailed plans for the scheme, in June 2021 a subsequent invitation went out to residents and local stakeholders to submit informal comments, in particular about the proposed bay locations. In response to this a number of amendments were made.

The formal statutory consultation exercise then took place in August/September 2021 which involved a 3 week initial period followed by a further invitation in September to those living on streets where any substantial amendments were made to the plans following the comments and feedback received.

The changes made as a result of consultation are summarised in the reasons section above.

The number of consultation stages involved in this proposal was above and beyond the statutory requirement and helped shape the scheme to take account of as many comments as possible. The earlier consultation stages drew out a range of responses including expressions of support or objection to the principle of the scheme. At the more recent statutory consultation stage, the number of respondents reduced and comments tended to focus on detailed issues and those with remaining objections to the principle of the scheme.

RISK MANAGEMENT

1. Delivery costs may increase following detailed design (e.g. if underground services are found in critical locations), however the estimates include an element of contingency for this purpose and additional funding is currently earmarked.
2. Income may not be enough to cover capital financing costs - pay and display charges can be revised to ensure that tariffs are effective at managing the demand and to ensure costs of operation are met.
3. Machine vandalism in recent years has increased. Damage to the machines and the repair / replacement cost along with lost cash can affect income. This risk can be mitigated by placing increasing emphasis on pay by app or pay by phone options which are already available in North Somerset and becoming increasingly popular.
4. Internal staff resources and support services are under strain and delivery timescales may be affected.

EQUALITY IMPLICATIONS

Have you undertaken an Equality Impact Assessment? Yes /-No

An initial Equality Impact Assessment has been undertaken. This demonstrates that there are three groups who will experience a disproportionate impact from the proposed changes:

Disabled people with blue badges will benefit from greater availability of parking spaces in the charged bays where management of parking will increase turnover of users and availability of spaces should increase significantly. Blue badge holders are exempt from on-street Pay & Display charges and on-street time limits.

The implementation of parking charges is likely to disproportionately impact those on a low income. The charging levels have been set mindful of alternatives nearby and could be considered relatively low compared with the proposed fees to enter the Bristol clean air zone.

St Mary's Church is used by faith groups, as well as for other local events and meetings. Currently parking in this area can be difficult given the density of parking, and the changes will address this by managing the parking effectively. However, parking will be charged unless the user has a blue badge or a valid resident permit.

Pay and display machines will be used at larger spacings than have been used in previous schemes (e.g. Weston-super-Mare town centre). This reflects an increasing shift towards payment by phone or by smartphone app. It should be recognised that not everyone is comfortable or able using these alternative payment methods, however it is considered that 11 pay and display machines distributed throughout the areas where there are proposed to be pay and display parking bays will provide sufficient provision for those users.

CORPORATE IMPLICATIONS

Implementing tools to manage parking will contribute towards Corporate Plan priorities to be a carbon neutral council and area by 2030 and help towards achieving a transport network which promotes active, accessible and low carbon travel.

Potential implications for crime and disorder relating to criminal damage or theft from pay and display machines. This will be mitigated as far as possible by minimising the number of machines required.

APPENDICES

Appendix 1 Summary of amendments to lines and parking bays following informal consultation

Appendix 2 – Summary of comments and objections

Appendix 3 – Revised permit terms and conditions

Appendix 4 – General arrangement plan

BACKGROUND PAPERS

Joint Local Transport Plan (JLTP4) <https://travelwest.info/projects/joint-local-transport-plan>

Leigh Woods Executive Report October 2019 <https://n-somerset.moderngov.co.uk/Data/Executive/201910231430/Agenda/10%20Leigh%20Woods%20Parking.pdf>

Parking Review January 2020 Executive Report <https://n-somerset.moderngov.co.uk/Data/Executive/202001071000/Agenda/13%20Car%20Parking%20Review%20Initial%20Recommendations.pdf>

Executive Committee January 2020 Minutes <https://n-somerset.moderngov.co.uk/Data/Executive/202001071000/Agenda/Minutes.pdf>

Consultation results summary report <https://n-somerset.inconsult.uk/consult.ti/carparkreview/consultationHome>

Parking Review October 2020 Executive Report <https://n-somerset.moderngov.co.uk/Data/Executive/202010211430/Agenda/11%20Parking%20Review.pdf>

Executive Committee October 2020 Minutes <https://n-somerset.moderngov.co.uk/Data/Executive/202010211430/Agenda/Minutes.pdf>

SIGNATORIES:

DECISION MAKER(S):

Signed  Executive Member for Placemaking and
Economy

Date: 26 November 2021

WITH ADVICE FROM:

Signed:  Director of Place

Date: 26 November 2021

Appendix 1 - Summary of amendments to lines and parking bays following informal consultation (*note that some of the comments have been superseded by updates following the statutory consultation*)

Summary of amendments to lines and parking bays following informal consultation comments in July 2021

Stakeholder feedback	Comments
Proposed parking charges are not adequate and are deemed extremely cheap in comparison to Bristol City	A £4 all day charge was initially proposed for users parking in the pay & display bays if they do not hold a residents permit, this was increased to £5 by the Executive in October 2020. Following recent consultation in July 2021 this has been increased further to £6 for the day. Comparable parking charges in Clifton range from £7.10 to £9 with the price increasing for parking nearer to the city centre. As Leigh Woods is on the outskirts, it would be appropriate to keep the charge below what is currently existing in Clifton to reflect its proximity. Other comparable charges are £1.30 all day charge in Ashton Court and £4.50 at the Long Ashton park and ride.
Users unhappy with the current permit terms and conditions with regards to the amount of resident permits each household is entitled to	North Somerset Council have revised the terms and conditions to allow all households a maximum of 2 residents permits per household, removing the clause that previously applied reducing this to 1 for those with a driveway. Visitor permits have been simplified and can now be purchased separately at a rate of £25 for 250 rather than being linked with a residents permit. An additional allocation of visitor permit hours has been introduced for residents who require a carer.
Issue raised regarding the price of resident permits	No change has been made here as the rate of £60 for annum for the first resident permit is already relatively low when compared with other areas.
Concerns about parking on grass verges along North Road	The inclusion of proposed parking bays along North Road should restrict vehicles requiring to park half on the verge as the proposed parking bays are designed to standard and will have enough width to allow vehicles to park on the road. This issue of verge parking will be monitored and further deterrents considered in future should the problem not be resolved.
Concerns and objections with pay and display machines and signs being erected around Leigh Woods	We have listened to comments about the importance of careful design in a conservation area. The number of pay and display machines has been minimised with greater spacing between them than previously applied in other parts of North Somerset. Machines will be located as sympathetically as possible whilst also not impacting movements of pedestrians or vehicles. Signs will also be installed in locations that will not be a detriment to the movement of pedestrians.
Switch residential and pay & display bays around on Bannerleigh Road so residential bays are in the middle of the street	Changes applied.

Remove bay from top of Bannerleigh Road	Changes applied.
Swap around residential bays with pay & display bays on west side of Bridge Road to be closer to the block of flats	Changes applied.
Change the 3 pay & display bays at top end of church road into residential only bays	Changes applied.
Request to remove the 10 pay & display bays at the bottom of Burwalls Road	The removal of the 10 pay & display spaces at the bottom of Burwalls Road will result in commuters and visitors crowding this area as it will be the only unpaid area of parking. Lack of pay & display parking will be detrimental to residents here and may create road safety issues.
Request for double yellow lines on bend on Burwalls Road outside Cypress Gardens	Whilst it may be awkward, this is not an unusual situation and is not something that we consider dangerous. With drivers being wary of oncoming traffic, this will result in increased safety and decreased risk of collision. The proposed changes limit parking to one side of the road, which is an improvement over the current situation.
Request to move double yellow lines from other side of road to the side of the church. Spaces to be moved accordingly	Changes applied.
13 spaces between Church Road and Vicarage Road on North Road requested to be removed	3 bays have been removed from the east side of North Road by the bend to ensure adequate visibility. An additional residential space has been incorporated.
Request to move 4 residential spaces on North Road (east side) by bend to be moved further away from bend	These bays have been positioned here to act as a traffic calming measure. By moving these bays further west, there is a risk that vehicles coming up the bend will do so at some speed. With the bays in their current positions, regular users will be aware of such spaces and result in more cautious driving. If bays are moved further west then vehicles travelling eastbound will likely drive faster to try and make the gap.
Investigate dropped kerb to help with disabled user	Changes applied.
Add extra residential bays across the scheme while reducing amount of pay and display bays	In response to the consultation comments and queries specified by the residents, 19 of the proposed pay & display bays have been removed and an additional 7 residential bays have been incorporated. The quantity of bay changes are as follows: - Long stay bays: reduced from 152 to 131 - Short stay bays: reduced from 35 to 33 - Residential bays: increased from 62 to 69
Move Mobile Bus Library away from proposed position	It is proposed for construction to take place here to allow for additional footway and a retaining wall to ensure safety to the residents when visiting the Mobile Library Bus.
Speed bumps to be incorporated on Burwalls Road	At present our assessment is that traffic calming measures are not required. Across North Somerset we take an evidence-based approach to the introduction of road safety improvements. Should the situation change, we will of course look at what measures should be introduced to mitigate road safety issues.

Removal of 4/5 bays at top of Bannerleigh Road	Increased amount of resident permit bays can be incorporated but there does not seem to be any benefit from the removal of bays in this location. The reason given that parked vehicles would be too loud whilst outside isn't a suitable justification for change.
Increase amount of EV charging bays	Agree but with limited funding available no further charging points are proposed at this time. North Somerset Council are working to draw down national funding for charging points and have begun proposing to install electric vehicle charging points at various locations around North Somerset and it is expected that further charging points will follow in due course.
Moving 6 residential bays closer to bottom of Burwalls Road	There is only 1 entrance to a private property at the bottom of Burwalls Road while there are multiple entrances closer to the middle and top. Moving these bays might benefit 1 resident but cause inconvenience to all other Burwalls Road residents. It is expected that the parking bays at the bottom of Burwalls Road will not be as intensively used as those further up the hill and so residents wishing to park along here should not have any issues doing so. As stated in the details of the scheme, residents with a valid permit will be allowed to park in pay and display bays free of charge.
Increased residential spaces on Church Road by The Mews	Changes applied.
Request to remove pay & display bay and replace 2 of the 3 residential bays with pay & display bays on St Mary's Road	The 2 P&D bays on the southern side of the carriageway closest to the A369 Abbots Leigh Road have been removed following concerns expressed regarding its proximity to the A369.

Appendix 2 – Summary of comments and objections received during formal consultation August – September 2021

The count column indicates the number of comments on each issue rather than the number of people who responded as in many cases each respondent commented on multiple issues.

Stakeholder feedback	Count	Comments
August consultation		
Objection - the existing parking is a fantastic facility for residents and does not need to be changed.	1	Residents have been asking for improved management of parking for several years to address parking pressures from competing demands from users including commuters, evening visitors and users of the woodland.
Objection - residents should have free permits	1	The proposed permit fees have been set after considering prices applied in neighbouring authorities and are intended to help cover the costs of the scheme.
Support - scheme is much needed	1	Noted.
Objections/comments - £6 is too little for all-day parking and will not deter commuters	6	We will keep the charge under review and will make changes to ensure a reasonable balance is achieved. A £4 all day charge was initially proposed for users parking in the pay & display bays if they do not hold a residents permit, this was increased to £5 by the Executive in October 2020. Following recent consultation in July 2021 this has been increased further to £6 for the day. Comparable parking charges in Clifton range from £7.10 to £9 with the price increasing for parking nearer to the

		city centre. As Leigh Woods is on the outskirts, it would be appropriate to keep the charge below what is currently existing in Clifton to reflect its proximity. Other comparable charges are £1.30 all day charge in Ashton Court and £4.50 at the Long Ashton park and ride.
Comment - 8 houses on the western side of Rownham Hill have not been included in the scheme and may be adversely affected by displaced parking.	1	We believe it is unlikely that parking will be displaced to this cul-de-sac off Rownham Hill, however this will be monitored and if additional measures are needed these can be considered when the scheme is reviewed in 2022.
Comment - clarity requested about proximity of parking bays to driveways	2	These issues have been resolved with the residents.
Objection - the proposals are disproportionate to the problem of commuter parking, and will deter people from visiting and enjoying the area.	2	Monitoring and engagement with the community has demonstrated that the proposed scheme is the most appropriate compromise to achieve the maximum benefit with as little cost and displacement as possible.
Objection - P&D machines and lines/signs are unsightly	2	Whilst signs are required, these will be kept as small as possible within the national design standards and lines painted on-street will be as narrow as design standards allow. The number of pay & display machines has been minimised.
Support - scheme is well thought out.	2	Noted.
Comment - some residences have a disproportionate number of parking spaces next to their boundaries.	1	Wherever possible the scheme layout has been designed to (a) locate parking where survey data showed most demand, (b) locate parking where there are existing footways, (c) to provide some traffic calming by alternating the side of road that parking is allowed, and (d) considering the needs of access to adjacent properties.
Objection - current parking demand does not cause any problems and therefore the scheme is unnecessary.	7	Many residents are still asking for the scheme to be delivered as soon as possible. Whilst covid has affected parking behaviours in the shorter term, the parking pressures are returning and expected to worsen as we emerge from the pandemic and when the clean air zone is introduced in Bristol.
Objection - public transport is currently an unviable alternative for commuters, particularly those who work unusual hours.	1	The proposals should improve the way parking is managed and through pricing, encourage those with an alternative to park elsewhere which should leave spaces available for others.
Objection - too few long stay parking bays	1	The balance of different types of parking bays can be reviewed after the scheme has bedded in and adjustments made in light of operational experience.

Objection - £6/day is too expensive for commuters	2	There are competing views on appropriate pricing. A £4 all day charge was initially proposed for users parking in the pay & display bays if they do not hold a residents permit, this was increased to £5 by the Executive in October 2020. Following recent consultation in July 2021 this has been increased further to £6 for the day. Comparable parking charges in Clifton range from £7.10 to £9 with the price increasing for parking nearer to the city centre. As Leigh Woods is on the outskirts, it would be
continued	2	appropriate to keep the charge below what is currently existing in Clifton to reflect its proximity. Other comparable charges are £1.30 all day charge in Ashton Court and £4.50 at the Long Ashton park and ride. Prices can be reviewed and adjusted in light of operational experience.
Comment - roads should be resurfaced/improved as part of scheme	3	Roads across NSC are maintained in line with our published strategy.
Objection - no issues with parking except near to the suspension bridge. The scheme should cover a smaller area.	1	The scheme design has been informed by survey data which indicates parking pressures across the area covered by the scheme. An area-based scheme will also ensure that displacement can be effectively managed.
Objection - there should be a proper consultation	1	The proposals have been developed over several years with input from residents and other stakeholders. An extensive consultation took place in February/March 2020 followed by a public debate on modified proposals by the Executive in October 2020 which resulted in a decision to implement the scheme. A further round of informal consultation took place in June/July 2021 to seek input on details of the scheme. Statutory consultation then took place in August 2021.
Objection - the operation hours and days of the scheme are too onerous and will adversely affect residents. There aren't problems in evenings and at weekends.	2	Views on the operating hours were expressed in the March 2020 consultation and, whilst there were competing views on what the hours of operation should be, representatives of local residents made it clear that many found parking pressures were a problem late into the evening. The issue was considered by the Executive in October 2020 and hours of operation previously proposed from 7am-10pm were amended to 9am-9pm.
Objection - restrictions will be detrimental to the local area and shops, restaurants, pubs etc.	1	The proposed scheme is designed to balance the availability of parking across different types of users and ensure that those parking to use shops, restaurants, pubs etc. can still park in the area whilst ensuring that residents and other visitors also have access to parking spaces.
Objection - first permit should be free.	1	The proposed permit fees have been set after considering prices applied in neighbouring authorities and are intended to help cover the costs of the scheme.
Objection - visitor permits should be provided free of charge to permit holders.	3	Visitor permits have been made available for a modest fee and are available to all households in the zone regardless of whether they purchase a residents' permit. This arrangement can be reviewed in light of operational experience.
Objection - 250 hours per year is an insufficient provision of visitor permits.	3	The terms and conditions have been modified to allow an additional block of visitor permit hours to be purchased.

Objection - too many resident-only spaces. Many of the houses in Leigh Woods have ample off-street parking.	1	The locations for resident only bays have been informed by survey data and with input from residents in the area. The balance of different types of parking bays can be reviewed after the scheme has bedded in and adjustments made in light of operational experience.
Objection - proposed double yellow lines are unnecessarily long.	1	Yellow lining and parking bay locations have been designed and reviewed by engineers in light of national design standards to ensure safe operation. In many locations in Leigh Woods the roads are too narrow to safely permit parking on both sides of the road - the yellow lines manage this and ensure that large vehicles are able to pass and that verges/footways are unobstructed or damaged by vehicles parking with two wheels off the carriageway.
Objection - too few short-stay parking, and too much all-day parking.	1	Short duration parking options are available in all pay & display bays. The balance of different types of parking bays can be reviewed after the scheme has bedded in and adjustments made in light of operational experience.
Objection - we should be encouraging people to exercise in locations like Leigh Woods, not putting obstacles in their way.	1	The proposed scheme is designed to balance the availability of parking across different types of users and should ensure that those parking for exercise can find a space.
Comment - clarify use of P&D spaces by disabled badge holders	1	This has been clarified with the consultee. Disabled badge holders can park free-of-charge in all pay and display spaces.
Objection - too few resident only bays across the scheme area.	2	The number of resident only bays has been informed by surveys and has been increased in response to feedback received from residents. The balance of different types of parking bays can be reviewed after the scheme has bedded in and adjustments made in light of operational experience.
Objection - scheme does not help climate change because it encourages parking.	1	Parking in the area is currently free and the introduction of charges is not expected to encourage more parking.
Objection - why is Leigh Woods the only village in North Somerset where residents will be expected to pay to park?	1	Residents have been asking for improved management of parking for several years and the proposals developed in consultation with local residents and their representatives, mindful of the proximity to Bristol and the parking regimes that exist there.
Objection - residents and visitors will not be able to park in preferred destination due to too many and display parking spaces.	1	The number of resident only bays has been informed by surveys and there are enough to ensure those residents previously parking on-street should find a space. Residents with a permit can also park in pay and display bays without additional charge. The balance of different types of parking bays and the tariff for pay and display bays can be reviewed after the scheme has bedded in and adjustments made in light of operational experience.
Objection - resident and visitor parking spaces do not guarantee a parking space.	1	The number of resident only bays has been informed by surveys and there are enough to ensure those residents previously parking on-street should find a space. The balance of different types of parking bays and the tariff for pay and display bays can be reviewed after the scheme has bedded in and adjustments made in light of operational experience.

Objection - scheme will encourage visitors who often leave litter in Leigh Woods	1	Parking in the area is currently free and the introduction of charges is not expected to encourage more parking.
Objection - parking opposite access on	1	Parking on-street opposite a property access is not unusual and it is reasonable to expect drivers to exercise due caution in such cases. The design has been reviewed from a safety perspective.
Objection - the existing yellow lines (installed during the pandemic to manage visitor parking demand) have resolved the issues. No other interventions are needed.	1	Whilst the early installation of yellow lines has improved the issues in some areas, full implementation of the scheme is still required to achieve the aim of balancing demand across all users, ensure that issues are addressed across the area and that displacement parking is effectively managed.
Objection - the proposed restrictions will reduce viability of community activities at the church, to which some residents need to drive due to mobility issues.	1	Short stay bays have been included near the church to support activities that take place there and mobility impaired users will be able to park in pay and display bays without time limit using their blue badge
Objection - the expense of the scheme cannot be justified when the council cannot afford to fund other more important issues, e.g. social care.	2	The cost of the scheme will be paid for using income from pay and display parking and any surplus reinvested in highway improvements.
Objection - drivers queuing to use the EV charging facilities on Bridge Road will cause a road safety issue.	1	It is reasonable to expect drivers to exercise due care and attention whilst driving on the highway.
Objection - spaces on the north side of North Road are a safety hazard and will prevent access to property on the southern side for large vehicles	2	Parking opposite the access to domestic properties is not uncommon and should not affect day to day usage. Access by unusually large vehicles would normally be an unusual occurrence that can be managed by temporary suspension of parking bays which can be arranged with the parking services team. Rather than being a hazard, the parking spaces on the north side are designed to slow traffic approaching and negotiating the bend at the west end of North Road - forward visibility is adequate.
Objection - the variety of types of parking bay will be confusing.	1	There is a risk of confusion, particularly between the short stay bays and the standard pay & display bays. For this reason short stay bays have been limited to places where particular demand for short stay parking has been identified. Signage will be as clear as possible and the balance of different types of parking bays can be reviewed after the scheme has bedded in and adjustments made in light of operational experience.
Objection - Visitor Permits should not be based on hours but on Days	1	Whilst resident only bays apply 24hours a day, the pay and display bays are only active from 9am-9pm so outside those hours visitors can park for free. The terms and conditions have been modified to allow an additional block of visitor permit hours to be purchased.

Objection - Too few resident only spaces on North Road	3	Proposed layout has been amended. The proposed short-stay parking on North Road has been replaced with resident-only spaces, and additional bays have been located to the east of Bannerleigh Road, and north of the junction with Bridge Road.
Objection - there are too few spaces to meet demand.	1	The monitoring undertaken in summer 2019 demonstrated that peak demand is met by the number of proposed parking spaces. Further, it is likely that the parking charges will discourage some users, and remove some long-duration parking (e.g. motorhomes which do not appear to be owned by residents of Leigh Woods).
Objection - resident-only bays should be excluded from use by trades etc who will otherwise occupy them for long periods to the detriment of residents.	1	We consider that it is necessary for trades etc to be able to park in resident only spaces due to the lack of alternatives near to some properties. However, this will be managed by the council's Parking Services team to ensure that this impact is minimised.
Objection - too few resident permits are available to each household (e.g. should be one per adult resident).	1	The proposals have previously been amended to remove the reduction in number of residents permits to 1 for those households with off-street parking. The proposed maximum of 2 permits per household is considered appropriate for this area. This can be reviewed after implementation in light of operational experience.
Objection - the scheme is not something the majority of Leigh Woods residents want.	1	Residents have been asking for improved management of parking for several years to address parking pressures from competing demands from users including commuters, evening visitors and users of the woodland. The current proposal has been developed with input from local ward members, parish councillors and other residents from the local community.
Objection - parking restrictions should not apply on public holidays.	1	Whilst commuter parking is less of a problem during public holidays, pressure from visitors can increase and still needs to be managed to ensure a fair balance between users.
Objection - large vehicles (12 or less passengers) should not be able to park in Leigh Woods	1	This is a standard definition - vehicles with more than 12 passenger seats are defined as minibuses.
Objection - insufficient public parking on North Road between Bannerleigh Road and Bridge Road	1	Our monitoring and other comments received reveals there is high demand for residential parking along this stretch of road, hence why pay and display parking has not been provided. The balance of different types of parking bays can be reviewed after the scheme has bedded in and adjustments made in light of operational experience.
Objection - the changes following the informal consultation have resulted in fewer overall parking spaces. This should be reversed.	2	Review of the design following comments received during the informal consultation earlier in 2021 required the removal of a small number of spaces - this was primarily to facilitate two new residential accesses which we were informed about. Additionally, further review and scrutiny of the design led to some other changes being made which further reduced parking capacity.

Objection - many residents live in flats which do not have adequate off-street parking facilities and will be adversely affected by the proposals, e.g. having to park further from their homes.	1	Formalising parking inevitably reduces overall capacity, particularly where parking has been occurring on both sides of narrow roads by parking with two wheels on the verge or footway - this has to be prevented through the use of double yellow lines etc. However, resident permit-holders would be able to park in dedicated resident-only parking spaces, or in any of the P&D parking spaces within the scheme area. The number of resident only bays has been informed by evidence and should be more than enough to meet demand.
Objection - Mobile library bus location needs to be moved due to lack of footway at proposed location, and proximity to junction.	1	The plans included proposals to provide a 'ghost' footway to enable access to the library bus. However, in light of this feedback the location of the bay for the library bus has been reviewed and it will be relocated to Church Road, near its junction with St Mary's Road.
Comment - could we consider reduced prices for NHS staff?	1	Exceptions and discounts are limited to national schemes such as the blue badge scheme.
Comment - could we consider reserved bays for NHS staff who need to commute at unusual hours?	1	It is expected that pay and display charges should manage demand and ensure spaces are available later into the day and not just to those who arrive first.
September consultation (limited areas only)		
Objection - proposed extra parking on North Road blocks side access to property.	1	Proposed layout has been amended.
Objection - proposed additional parking on North Road would block a proposed new driveway to a split property.	1	Proposed layout has been amended.
Objection - Mobile library bus location near St Mary's Road junction is dangerous.	1	It is reasonable to expect that drivers will exercise due care and attention and look both ways when exiting St Mary's Road.
Objection - parking on both sides of Church Road will block access for large vehicles.	1	The design includes sufficient gaps between bays to allow a large vehicle to pass through.
Support - revised Mobile Library Bus location is much better.	1	Noted.
Comment - the extra resident-only spaces on North Road are not required. The short-stay P&D should be retained.	1	Comments from other residents of North Road prompted a review of data from 2019 which showed a large number of resident vehicles parking on this section of North Road. This led to the proposed amendment to increase the resident parking capacity. The balance of different types of parking bays can be reviewed after the scheme has bedded in and adjustments made in light of operational experience.

Objection - too few resident-only spaces in Church Road	2	The number and locations of resident only bays has been informed by surveys and there are enough to ensure that residents previously parking on-street should find a space. The balance of different types of parking bays and the tariff for pay and display bays can be reviewed after the scheme has bedded in and adjustments made in light of operational experience.
Objection - too few resident-only spaces on Vicarage Road. Please reinstate the resident-only space near Lake House on Vicarage Road, and change two spaces outside Woodleigh Cottage to resident or short-stay P&D parking.	2	We will reinstate the resident only space outside Lake House. However, it is not possible at this stage to change the parking spaces outside Woodleigh Cottage without undertaking a further round of statutory consultation. The balance of different types of parking bays can be reviewed after the scheme has bedded in and adjustments made in light of operational experience.
Objection - the proposed hours of operation (9am to 9pm) remain too long and are inconsistent with parking restrictions in other local areas.	1	Views on the operating hours were expressed in the March 2020 consultation and, whilst there were competing views on what the hours of operation should be, representatives of local residents made it clear that many found parking pressures were a problem late into the evening. The issue was considered by the Executive in October 2020 and hours of operation previously proposed from 7am-10pm were amended to 9am-9pm.
Objection - scheme is unnecessary given current parking demand. Lines and signs etc will be unsightly in this conservation area.	1	Residents have been asking for improved management of parking for several years to address parking pressures from competing demands from users including commuters, evening visitors and users of the woodland. Many residents are still asking local ward members to deliver the scheme as soon as possible. Whilst covid has affected parking behaviours in the shorter term, the parking pressures are returning and expected to worsen as we emerge from the pandemic.
Objection - 2nd permit is too expensive.	1	The proposed permit fees have been set after considering prices applied in neighbouring authorities and are intended to help cover the costs of the scheme. Escalating prices for multiple permits is in line with local and national policies on car ownership and use.
Objection - spaces on the north side of North Road remain a safety hazard and will prevent access to property on the southern side for large vehicles	1	Parking opposite the access to domestic properties is not uncommon and should not affect day to day usage. Access by unusually large vehicles would normally be an unusual occurrence that can be managed by temporary suspension of parking bays which can be arranged with the parking services team. Rather than being a hazard, the parking spaces on the north side are designed to slow traffic approaching and negotiating the bend at the west end of North Road - forward visibility is adequate.
Comment - a 3rd resident permit is still required and should not be more expensive than the 2nd.	1	The proposals have previously been amended to remove the reduction in number of residents permits to 1 for those households with off-street parking. The maximum now proposed of 2 permits per household is considered appropriate for this area. This can be reviewed after implementation in light of operational experience.

Objection - too few resident-only spaces in Vicarage Road which is disproportionate, especially considering the increase in resident only spaces on North Road.	2	The number and locations of resident only bays has been informed by surveys and there are enough to ensure that residents previously parking on-street should find a space. The balance of different types of parking bays and the tariff for pay and display bays can be reviewed after the scheme has bedded in and adjustments made in light of operational experience. However, the proposed removal of a resident only space on Vicarage Road will not be implemented - we will revert to our original proposal in this location.
Objection - concerns regarding amount of additional street furniture required by scheme.	1	Whilst signs are required, these will be kept as small as possible within the national design standards and lines painted on-street will be as narrow as design standards allow. The number of pay & display machines has been minimised.

Appendix 3 – Revised permit terms and conditions

Proposed Terms and Conditions for use of Residents Permit Zone (November 2021)

Eligibility is defined below.

1. Definitions

- i. ‘Household’ shall mean members of a single family, living together at a single address
- ii. ‘Off-street parking’ is defined in accordance with North Somerset Council’s Parking Standards SPD to be “any exterior space accessible from the highway of at least 2.4m in width and 4.8m in length”. Garages (of any dimension) are not included in this definition of off-street parking.
- iii. ‘Resident’ shall mean a member of a household within the scheme area that holds a provisional or full driving licence
- iv. ‘Scheme area’ shall mean those streets listed in section 6 below
- v. ‘Visitor’ shall mean any person not eligible for a residents permit in the scheme area.

2. Use

- i. Residents permits enable holders to park for unrestricted periods and without additional charge within bays designated as ‘permit holders only’ and in pay and display parking bays within the specified zone.
- ii. Pay and display bays that can be used by resident permit holders will be clearly marked with the letters “LW”.

3. Residents Permits and Costs

- i. The number of permits available for purchase will be established by household not resident and subject to further conditions in section 4.
- ii. All permits will be ‘virtual’(electronic) – allocated to vehicle registrations on the council’s database, removing the need for permits to be displayed on each vehicle.
- iii. The cost of a first permit shall be £60.00 per annum.
- iv. The cost of a second permit shall be £120.00 per annum.
- v. Permits may be bought at any time and will run from the date of purchase.

4. Visitor Permits and Costs

- i. All visitor permits will be electronically registered (i.e. no paper-based permits) via a resident permit account which would need to be setup. The fee to setup an account is £0.00 (residents who do not wish to buy a residents permit may purchase visitor permits via this account).
- ii. Resident permit account holders can add visitor permits to their electronic MiPermit account up to a maximum of 500 visitor hours per annum.
- iii. The fee will be £25.00 for 250 hours, valid for 3 years from date of purchase.
- iv. Entitlement to visitor hours are per household per annum, not per eligible resident.
- v. An additional allocation of 250 hours will be available to those residents requiring regular visits by a carer.

- vi. Visitor permits can be used for parking either in pay and display bays or in residents parking bays.
- vii. No refunds will be given for visitor permits

5. General Terms and Conditions for Resident Permits

- i. Each permit will be allocated to a vehicle registration number.
- ii. For vehicles to be eligible to park within the scheme area, they must not:
 - a. be designed for more than 12 passengers (not counting the driver) or;
 - b. be a commercial vehicle with a maximum laden weight above three and a half tonnes
- iii. A copy of the V5 for the vehicle with an allocated residents permit shall be provided to Parking Services on request. Failure to supply may result in permit being cancelled without refund.
- iv. Residents with company vehicles and lease vehicles shall provide to Parking Services on request proof from their company/agent that supports the requirement for the vehicle to be parked at their address. Failure to supply may result in permit being cancelled without refund.
- v. Any permit issued by the council is in respect of the vehicle registration number and the residential address or business name and address. Parking Services must be notified if any of the following applies:
 - a. The applicant ceases to reside at the address to which the permit is issued;
 - b. The applicant no longer keeps a vehicle registered for a permit (The applicant is responsible for keeping the correct vehicle registration on the virtual permit and will be required to surrender this permit).
- vi. New residents shall apply for a new permit and existing permits cannot be passed or transferred. All remaining hours will be cancelled without refund and the new householder shall purchase a new full year allocation commencing from the date of purchase
- vii. Permits remain the property of North Somerset Council and can be revoked at its absolute discretion
- viii. There is a limit of two permits per household. Council tax records will be used for proof of residency.
- ix. There will be a cap on total number of permits issued based on 120% of the spaces available.
- x. Addresses in which residents do not comprise a single household shall be entitled to an allocation per household.
- xi. Registration numbers can be changed by the user online free of charge or if required, Parking Services can do this and may incur an admin fee (£10.00).
- xii. Permits are for use by residents only.
- xiii. Permits do not guarantee a space.
- xiv. Refunds shall be given on application based on the whole months remaining on the permit at the date surrendered. An admin fee of £10.00 will apply.
- xv. Resident permit holders will be eligible to park in the Electric Vehicle bays within the zone with an electric vehicle and only whilst charging. Vehicles must be moved within 30mins after charging completed.

6. General terms and conditions for visitors permits

- i. For vehicles to be eligible to park within the scheme area, they must not:
 - a. be designed for more than 12 passengers (not counting the driver) or;

- b. be a commercial vehicle with a maximum laden weight above three and a half tonnes
- ii. Permits do not guarantee a space.
- iii. Permit holders will be eligible to park in the Electric Vehicle bays within the zone with an electric vehicle and only whilst charging. Vehicles must be moved within 30mins after charging completed.

7. List of Resident Permit Eligible Streets

You may apply for a permit only if your address is on one of the streets in the table below:

Abbots Leigh Road
 Bannerleigh Lane
 Bannerleigh Road
 Bridge Road
 Broadoaks
 Burwalls Road
 Church Road
 Cypress Gardens
 North Road
 Rownham Hill
 St Mary's Road
 Valley Road
 Vicarage Road

8. Map of Scheme Area



9. Hours of Operation

Residents only parking bays will operate 24hours a day, 7 days per week with no time limit.

Residents permits may be used in the mobile library bay only at times indicated on signage displayed on site.

Residents permits will give exemption from pay and display charges in line with the hours of operation for pay and display.

10. Trades

Dedicated trade permits can be applied for from the council's Parking Services team. Parking bays may be suspended temporarily in line with meeting unusual requirements. Trades permits can be used in both resident and pay and display bays.

11. Medical

Dedicated medical permits can be applied for from the council's Parking Services team for medically qualified people. Medical permits can be used in both resident and pay and display bays.

12. Disability access

Blue badge holders are not permitted to park in resident permit bays without a residents permit.

Blue badge holders can park in pay and display bays free of charge and without time limit, in line with national policy, provided they clearly display a valid blue badge in the windscreen of the vehicle.

13. Future review

Pay & display tariffs and times may be reviewed and adjusted to balance the demands from different users

Appendix 4 – General arrangement plan

