

**RPZ Consultation Spring 2022**  
**St Johns/St Michaels/Hungerford Road**  
(An area which includes part/s of Locksbrook Road and  
Audley Grove, Hungerford Road, Edward Street, Audley  
Avenue, St Michael's Road, St John's Road and  
Windsor Castle)

Bath and North East Somerset Council

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Quality information

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## Table of Contents

1.	Introduction .....	4
1.1	Background: Overview of the consultation .....	4
1.2	The consultation .....	4
1.3	The questionnaire .....	4
1.3.1	Format of report.....	4
2.	Methodology .....	6
2.1	Receiving responses.....	6
2.2	Thematic coding .....	6
2.3	Analysis and reporting .....	6
2.4	Response .....	7
2.4.1	Respondent location .....	7
2.4.2	Respondent Profile .....	8
3.	Analysis .....	11
3.1	Current Parking Provision .....	11
3.2	Support of the proposals .....	11
3.3	Open ended comments.....	13
3.3.1	Objections to the proposal .....	13
3.3.2	Supporting the proposal .....	14
3.3.3	Suggestions for changes to proposals .....	16
3.3.4	Local area comments.....	17

# 1. Introduction

## 1.1 Background: Overview of the consultation

Bath and North East Somerset Council's Traffic Management Team has been developing a scheme to introduce a Residents' Parking Zone (RPZ) in the **Kingsmead Ward, Bath (An area which includes part of Locksbrook Road and Audley Grove, Hungerford Road, Edward Street, Audley Avenue, St Michaels Road, St John's Road and Windsor Castle)** which is being proposed with the support of local Ward Councillors.

A full summary of the proposals was available online throughout the consultation period.

## 1.2 The consultation

Bath and North East Somerset Council held a 28-day consultation between 5 May and 2 June 2022 on the Residents' Parking Zone. The scheme came forward following the Council policy to improve the parking situation for local residents and help communities to create healthier, safer streets (Low Traffic Neighbourhood Strategy – July 2020 & Residents' Parking Schemes July 2020).

The consultation was publicised via a press release to news outlets, the Council's Twitter page and on the Bath & North East Somerset Newsroom. A letter and leaflet were also sent to all residents and businesses within the proposed RPZ and adjoining streets.

During the consultation period an in-person consultation event was held at the Weston Methodist Church Hall on 20 May between 4pm and 8pm. A webinar was also held on 23 May at 12pm.

To ensure an unbiased interpretation of the responses received, AECOM were appointed to carry out the following tasks:

- Thematic coding and analysis of open-ended questions;
- Quantitative analysis of the closed question and demographic questions;
- Cleaning and analysis of postcode data provided; and
- Mapping of respondent location.

## 1.3 The questionnaire

Bath and North East Somerset Council designed and hosted the questionnaire on the Bath and North East Somerset Council consultation portal. Local residents and businesses were also able to give their views on the proposals using a hard copy version of the questionnaire that was available by request either via Council Connect, libraries, One Stop Shops, the RPZ email or at the in-person event. The questionnaire enabled respondents to state their level of support for the RPZ and the opportunity to explain any reasons they have for not fully supporting the proposals.

### 1.3.1 Format of report

Following this introduction:

- Chapter 2: describes the methodology used;
- Chapter 3: details the key findings to the consultation.



## 2. Methodology

### 2.1 Receiving responses

Responses were in the main received via the consultation questionnaire hosted on the Bath and North East Somerset Council portal. To ensure inclusivity, Bath and North East Somerset Council accepted responses via email and the hard copy questionnaire as well as the online portal.

### 2.2 Thematic coding

All free-text responses were grouped into themes to allow meaningful analysis.

Throughout the report, quotes from the free text responses have been used to illustrate the points raised. Quotes have been selected to best show the essence of what was said for each theme. For ease of reading, any clear and obvious typos or spelling errors have been corrected.

### 2.3 Analysis and reporting

The consultation was open to all and, therefore, respondents were self-selecting. This, coupled with the fact respondents could choose which of the questions they answered, means the results and responses should be viewed as indicative of the wider population and any identified sub-groups rather than representative. The profile of respondents within the Parking Zone is detailed in the next section.

As respondents were not obliged to answer all questions in the questionnaire, the percentages shown only include those that responded to each question. The number of people who answered each question is shown in the tables under “N”. There are 3 tables per section, consisting of:

- All respondents;
- Respondents who live within the Parking Zone; and
- Respondents who live outside the Parking Zone.

Where percentages do not sum to 100 per cent in the main body of the report, this is due to rounding or where more than one response was permitted.

The percentages shown for the free text comments are taken from the number of people who provided a comment.

Statistical significance testing was completed. Where results are reported as different between sub samples, this means the differences are statistically significantly different. Only data which is significantly different has been referenced in the report.

A large volume of data was received and therefore the following chapters summarise the main findings and highlight pertinent differences between groups.

Throughout this report, where the Residents’ Parking Zone, Parking Zone or Zone is mentioned, the Zone being referred to is the proposed RPZ in the area which includes part of Locksbrook Road and Audley Grove, Hungerford Road, Edward Street, Audley Avenue, St Michaels Road, St John’s Road, and Windsor Castle area of Bath only.

## 2.4 Response

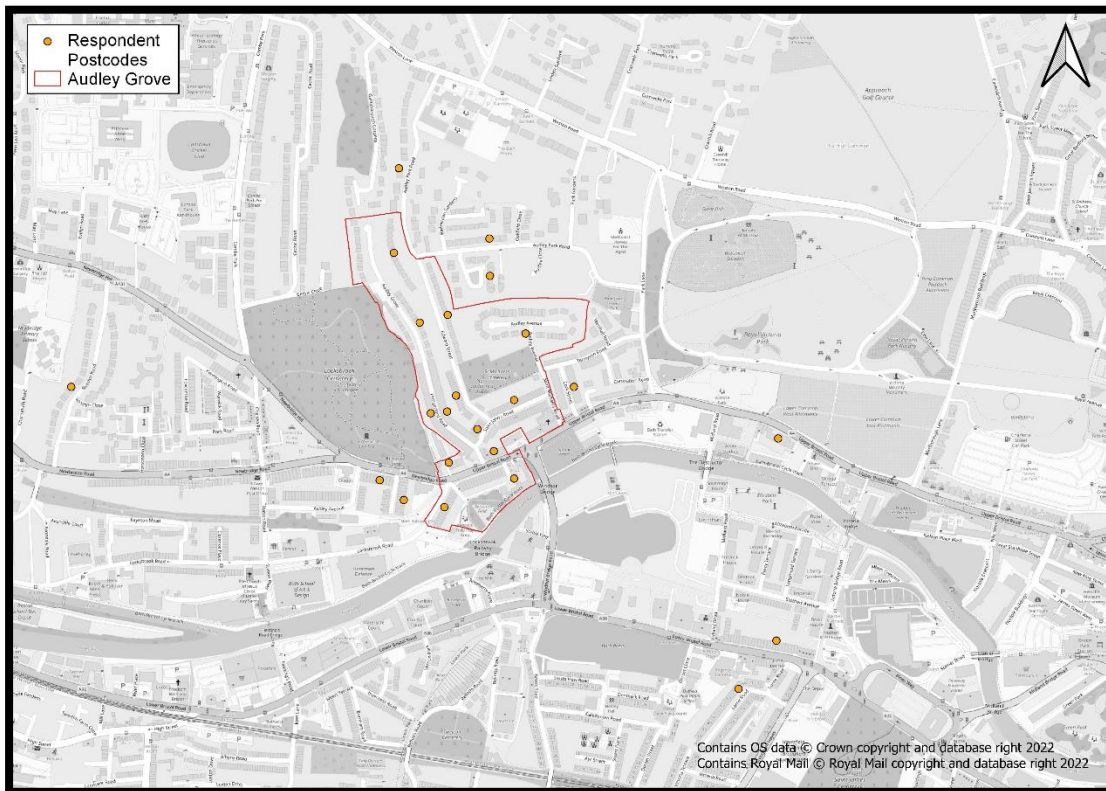
### 2.4.1 Respondent location

In total, there were 178 responses to the proposed Residents' Parking Zone. 174 of these came through the online questionnaire with 4 replying by letter or email.

126 responses were from within the proposed Zone with a further 52 from outside the area, one respondent did not state their location.

The figure below maps the location of those respondents who gave a valid postcode.

**Figure 2.1: Location of respondents**



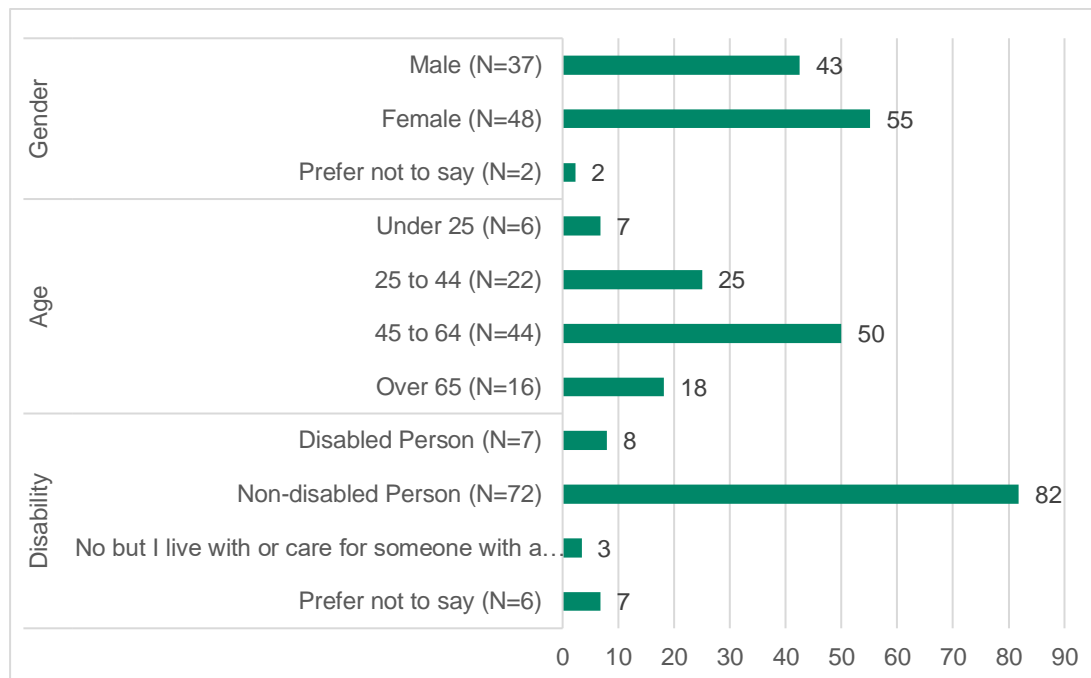
*\*23 unique postcodes visible in map view, 45 unique postcodes located outside of map view*



## 2.4.2 Respondent Profile

Table 2.4 below shows the demographic profile of respondents. Please note, less than half of respondents gave answers to the demographic questions and so bases should be taken into consideration.

**Figure 2.4 Demographic profile of respondents who live in the Zone (%)**



Base all respondents who provided EQA information: n=88 NB:90 did not give this information

Respondents who live within the Zone were asked about the type of accommodation they occupy, their access to vehicles and parking.

Just over half of respondents live in terraced properties (55%). These responses are shown in table 1 below.

**Table 1: What type of accommodation do you occupy?**

	Live in Parking Zone	
	N	%
Detached house / bungalow	7	6
Semi-detached house / bungalow	49	39
Terraced (incl. end-terrace) house / bungalow	69	55
Purpose-built block of flats, maisonette or tenement	1	1
Flat, maisonette, or apartment in a converted house, or shared house (including bedsits)	0	0
Flat, maisonette, or apartment in a commercial building	0	0
Caravan, or other mobile or temporary structure	0	0
<b>Base</b>	<b>126</b>	<b>100</b>

Table 2 below shows how many people occupy a house. 34% of houses had up to two residents and a third (32%) had four or more.

**Table 2: How many people are there in your household?**

	Live in Parking Zone	
	N	%
One	26	21
Two	43	34
Three	16	13
Four	32	25
Five or more	9	7
<b>Base</b>	<b>126</b>	<b>100</b>

Respondents were asked if they had access to a garage, all but 10 respondents (92%) stated they did not, as shown in Table 3.

**Table 3: Does your household have access to a garage?**

	Live in Parking Zone	
	N	%
Yes	11	9
No	115	91
<b>Base</b>	<b>126</b>	<b>100</b>

Table 4 shows how many off-street parking places respondents' households have. A total of 66% of respondents had no off-street parking places, with only 2% saying they had three or more.

**Table 4: How many off-street parking places does your household currently have access to?**

	Live in Parking Zone	
	N	%
Zero	83	66
One	28	22
Two	12	10
Three or more	3	2
<b>Base</b>	<b>126</b>	<b>100</b>

When asked how many vehicles their household has, the vast majority (94%) had at least one vehicle in the household with 9% having 3 or more. Table 5 shows all respondents' answers.

**Table 5: How many vehicles does your household have?**

	Live in Parking Zone	
	N	%
Zero	8	6
One	80	63
Two	27	21
Three or more	11	9
<b>Base</b>	<b>126</b>	<b>100</b>

### 3. Analysis

#### 3.1 Current Parking Provision

Respondents were asked how they would rate the current parking provision in the Zone, just under half (46%) of all respondents felt that the current parking provision was fair. Respondents who live inside the Parking Zone were significantly more likely to rate the parking provision as good than those who live outside the Zone (28% in the Zone compared to 10% outside). The responses are shown in Table 6 below.

**Table 6: How would you rate the current parking provision in the area where we are proposing a Residents' Parking Zone?**

	All respondents		Live in Parking Zone		Live outside Parking Zone	
	N	%	N	%	N	%
Bad	57	32	44	35	13	25
Fair	81	46	47	37	34	65
Good	40	22	35	28	5	10
<b>Total</b>	<b>178</b>	<b>100</b>	<b>126</b>	<b>100</b>	<b>52</b>	<b>100</b>

#### 3.2 Support of the proposals

Slightly over half (55%) of respondents' object to the proposals for the Residents' Parking Zone with just over a quarter (26%) supporting them.

Residents living inside the proposed Parking Zone were more likely to support it than those who live outside the Parking Zone (32% compared with 12%) as seen in Table 7.

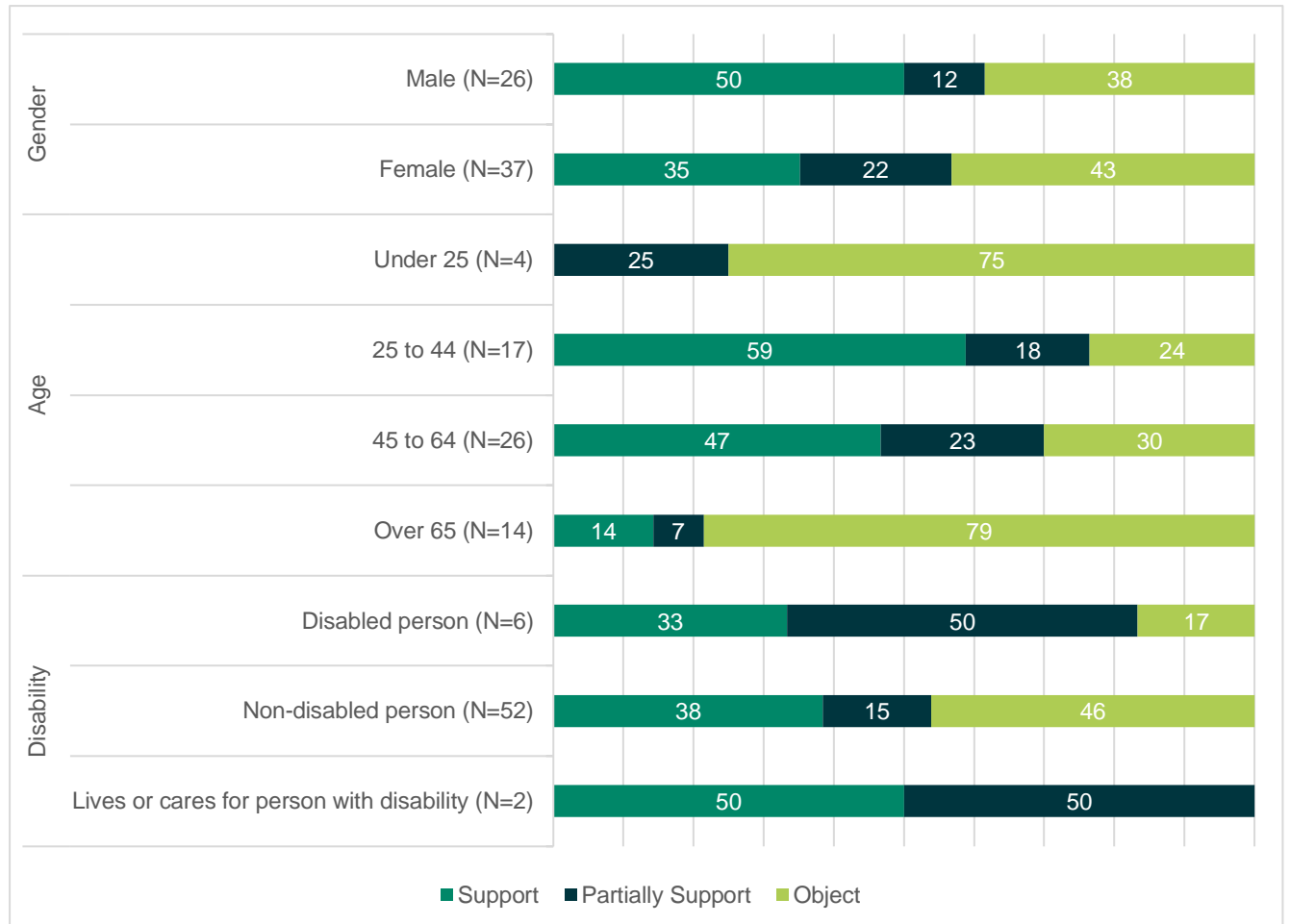
**Table 7: Do you support, partially support, or object to a Residents' Parking Zone, as described in the maps and proposals?**

	All respondents		Live in Parking Zone		Live outside Parking Zone	
	N	%	N	%	N	%
Support	46	26	40	32	6	12
Partially support	33	19	19	15	14	27
Object	98	55	67	53	31	60
No feeling	1	1	0	0	1	2
<b>Total</b>	<b>178</b>	<b>100</b>	<b>126</b>	<b>100</b>	<b>52</b>	<b>100</b>

There were differences in the levels of support shown for the proposals, almost all (91%) of respondents who rate the current parking provision as bad supported or partially supported the plans compared to 13% of those who currently feel they are good.

Figure 3.2 below shows the level of support for the proposals by demographic profile of those who live inside the proposed Zone.

**Figure 3.2: Live Within Zone Only: Do you support or object to the proposed Residents' Parking Zone? (%)**



Base: Those who live in the Zone and responded to demographic questions (n=65)

When considering percentages by sub group, care needs to be taken due to small base size

Respondents within the Zone who live in semi-detached properties are more likely to object than those in terraced houses (71% compared to 38%).

### 3.3 Open ended comments

Respondents were given a selection of standard options to help give their reasons for opposing or supporting the proposals and were then offered the chance to elaborate or add additional reasons. In total, 175 respondents selected a pre-coded response or made a comment regarding the Parking Zone. Pre-coded responses are shown below in green italics.

#### 3.3.1 Objections to the proposal

Overall, 122 respondents gave a comment that included a negative or opposing comment to the proposal. The most common objections mentioned by respondents are shown in Table 8. The majority of these comments came from people who object to the proposals overall, however some respondents are broadly in support of the scheme but have some concerns.

**Table 8: Count of comments objecting the proposals by respondent location**

Objecting the proposal	All respondents	Live in Parking Zone	Live outside Parking Zone
	N	N	N
<i>I don't have any problem parking on street</i>	57	48	9
<i>I am unhappy about the cost of permits</i>	55	49	6
RPZ unnecessary / Parking always seems to be available	39	36	3
Cost of living crisis mentioned	25	2	23
Council criticism / money making scheme	24	4	20
Unfair on visitors	24	2	22
Impact local worship	23	2	21
<i>People who currently park on those streets who won't be entitled to a permit are now going to be parking on my street instead</i>	17	7	10
<i>I currently park my vehicle on these streets and wouldn't be eligible for a permit</i>	14	0	14
RPZ would negatively affect elderly / disabled residents	12	9	3
Directly impacts local businesses in the RPZ	10	1	9
The RPZ will reduce the number of parking spaces	9	9	0
<i>I need to park more cars on street than I can get permits for</i>	7	6	1
Will not reduce the number of cars / guarantee a space	7	7	0
Oppose the introduction of RPZ (General)	6	5	1
Doesn't address the issue of evening parking problems	6	6	0
Concern that ineligible for visitor passes	6	4	2
I don't need to park on the street	5	4	1
Unfair that newer more expensive cars should pay less	5	5	0
Concern that it wouldn't be managed properly	5	5	0
Unfair on large households with multiple cars	5	5	0
Issues with signage, lines, aesthetics	2	2	0
Already too many parking restrictions in place	1	0	1
Scheme is a waste of council money	1	1	0
Will cause residents / businesses to move out of the area / make it less desirable	1	1	0
<b>Base</b>	<b>122</b>	<b>84</b>	<b>38</b>

Fifty seven respondents (48 from those who live in the Zone) said they did not experience any problems parking and felt that the RPZ was unnecessary. In addition, 17 felt that the introduction of the Zone would simply move the problem to other streets.

*“During the 12 years I have lived in Edward St, I have not experienced problems with parking. I believe that parking will actually get more difficult for residents if parking permits are introduced. This will be exacerbated if there are restrictions on parking availability on both sides of the road.” (Object)*

*“Parking here is fine. I regularly get a park directly outside my house. When I need to find parking, I am competing with others who live here, so parking permits won’t address that” (Object)*

A total of 55 respondents (49 from those who live in the Zone) stated they were unhappy about the cost of the permits with 25 commenting on the rising cost of living and the permit adding to that.

*“No issue with the principal, but extremely unfair to ask residents to pay this at a time of such financial hardship for many.” (Partly Support)*

*“The proposal is very expensive to residents and unnecessary as there is often plenty of parking on the street. The cost of living has increased dramatically recently, so why are Bath council trying to make this worse for Bath residents.” (Object)*

Those who live outside the Zone mainly commented with objections due to:

- The timing of the introduction of the Zone due to the cost of living crisis;
- A feeling this is a way for councils to increase its revenue stream and make more money;
- Being unfair on those who visit friends and family; and
- Would impact on local worship.

### **3.3.2 Supporting the proposal**

Overall, 49 respondents gave a comment in support of the proposal. The most common reasons for support mentioned by respondents are shown in Table 9. However, some respondents who gave these comments object to the proposals.

**Table 9: Count of comments supporting the proposals by respondent location**

Support or partially supporting the proposal	All respondents	Live in Parking Zone	Live outside Parking Zone
	N	N	N
<i>I don't think commuters who don't live in my area should park here</i>	39	34	5
<i>It will reduce traffic in street</i>	35	30	5
<i>It's difficult to park near house</i>	34	31	3
<i>There will be more orderly parking</i>	28	24	4
RPZ needed / Current parking is bad in the area e.g. shoppers; workers; schools; non-residents park	26	20	6
Support the introduction of RPZ (general)	4	4	0
The RPZ makes the roads safer for the local community	3	2	1
RPZ doesn't go far enough	2	1	1
Will encourage less private car usage	2	2	0
Implement RPZ ASAP	1	1	0
<b>Base</b>	<b>49</b>	<b>40</b>	<b>9</b>

The theme that was mentioned most often with 39 respondents who commented mentioning it, was that they felt commuters shouldn't be parking in the area, along with 34 stating that it is difficult to park near their house. Respondents also mentioned people parking in the area to shop at the nearby Tesco and at Victoria Park.

*"Parking on St Johns Road is very difficult as a resident. We are affected by people parking and walking to town for work and also people using the street to park to use Victoria Park. These proposals are needed to help people who live in the area access to parking close by and will reduce traffic and pollution in the area. It is very much required" (Support)*

*"I live in the area and parking opportunities are scarce and illegal parking is rife. Delivery vehicles often have problems finding somewhere to turn or park. This area gets used during the working week by commuters all the time....by users of Victoria Park at the weekends...by visitors to Tesco's....St John's Road is very difficult to pass oncoming traffic. My partner has mobility issues and I often have to park in the middle of the road -, so she can egress from the house to the car, alternately she has to try and walk to a parking space 5-8 mins walk away at times." (Support)*

A total of 35 respondents stated that it would reduce traffic in the street with 28 respondents feeling there will be more orderly parking. Respondents mentioned having difficulties on Hungerford Road as well as problems with people parking on corners

*"Reduce bad parking on corners for instance, and reduce commuter parking who walk to the town from here" (Support)*

*"I think all the parking on Hungerford Road should be on the right hand side. I can see on the parking map that at the start of Hungerford Road, there is a proposal to move the parking to the left hand side. I think this is dangerous and impractical for large lorries or*



*delivery vehicles that often need to reverse back down the road to allow other cars through. Keep layout of parking as it is, but just add permits to there.” (Support)*

### 3.3.3 Suggestions for changes to proposals

A total of 39 respondents made suggestions for improving the proposal which they felt would encourage support. The most often mentioned suggestions by respondents are shown in Table 10.

**Table 10: Count of comments making suggestions about the proposals**

Support or partially supporting the proposal	All Respondents	Support	Partially Support	Object
	N	N	N	N
Suggested other timeframe for RPZ e.g., 9am-9pm / not weekends	17	0	11	6
More EV charging points needed	4	2	2	0
Suggested different pricing structure	4	0	3	1
Invest in Public Transport first	3	1	1	1
HMOs are the issue	3	1	1	1
Concentrate on improving traffic flow to lower pollution	2	0	0	2
Introduce more traffic calming measures in the area	2	1	0	1
Council to introduce more cycling parking	2	1	1	0
Concentrate on enforcing existing regulations*	2	1	0	0
Council to look at existing disabled bays e.g. whether they are still needed, relocation	2	1	1	0
Restrict large vehicles from access	2	1	1	0
Look at other schemes e.g. restricting parking at certain times	1	0	1	0
More public parking (car parks) or off-road parking should be created alongside the RPZ	1	0	0	1
Make the RPZ free for residents	1	0	0	1
Implement and Workplace Parking Levy alongside the scheme	1	1	0	0
Scale back existing RPZ	1	0	0	1
Increase disabled parking spaces	1	0	0	1
<b>Base</b>	<b>39</b>	<b>8</b>	<b>14</b>	<b>16</b>

\*one respondent had no feeling

The most frequent suggestion was an alternative time frame for the restrictions (n=17) many of these came from respondents who were worried the proposals could have an impact on church services in the area.

*“I attend St Michael's church and need to use a car to get there. If this goes ahead, I will no longer be able to attend and it is extremely important to me. There are elderly people who attend and they need to have access to parking as would be unable to walk there. Could a parking permit zone be operated Mon-Fri to allow the church to continue to thrive on a Sunday?” (Oppose)*

*“Let cars park in the road during day, house holders need to park when they come home after work. If must have scheme (which I oppose) consider 4pm onwards to 9pm so house holders can park when they get home from work. Present proposal does not help those who work long hours as all spaces taken when they get home, hence time changes suggestions” (Object)*

Another suggestion was to add in charging points for electric vehicles alongside the RPZ

*“I support the idea but would like to see the option for renting a parking space outside your home if you have an electric vehicle so you can charge it overnight.” (Partially Support)*

*“I would like some thought my placed on electric vehicles and each house having designated points which needs to be considered for terraced housing” (Partially Support)*

### 3.3.4 Local area comments

In total there were 23 respondents suggesting specific local areas that either should be included or should be excluded. Table 11 shows the comments that were provided.

**Table 11: Count of comments showing other issues**

Other Issues	All respondents
	<b>N</b>
Don't include Audley Grove	6
Issues with the proposed layout of Hungerford Road	4
Include Shaftsbury Ave	3
Remove Audley Avenue	3
Add Locksbrook Road	2
Include Audley Avenue	2
No need for RPZ on Summerhill	1
Add Ashley Avenue	1
Add Station Road	1
Improve traffic flow on Chelsea Road	1
Add Hungerford Road	1
Remove Locksbrook Place	1
<b>Base</b>	<b>23</b>

