

RPZ Consultation Spring 2022 Beacon Hill

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	5
2.1	Receiving responses.....	5
2.2	Thematic coding	5
2.3	Analysis and reporting	5
2.4	Response	6
2.4.1	Respondent location	6
2.4.2	Respondent Profile	7
3.	Analysis	10
3.1	Current Parking Provision	10
3.2	Support of the proposals	10
3.3	Open ended comments.....	12
3.3.1	Objections to the proposal	12
3.3.2	Supporting the proposal	13
3.3.3	Suggestions for changes to proposals	14
3.3.4	Local area comments.....	15

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 **Beacon Hill area of Bath**, 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 St Stephens Church Centre on 26 May between 4pm and 8pm. A webinar was also held on 31 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 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 Beacon Hill area of Bath only.

2.4 Response

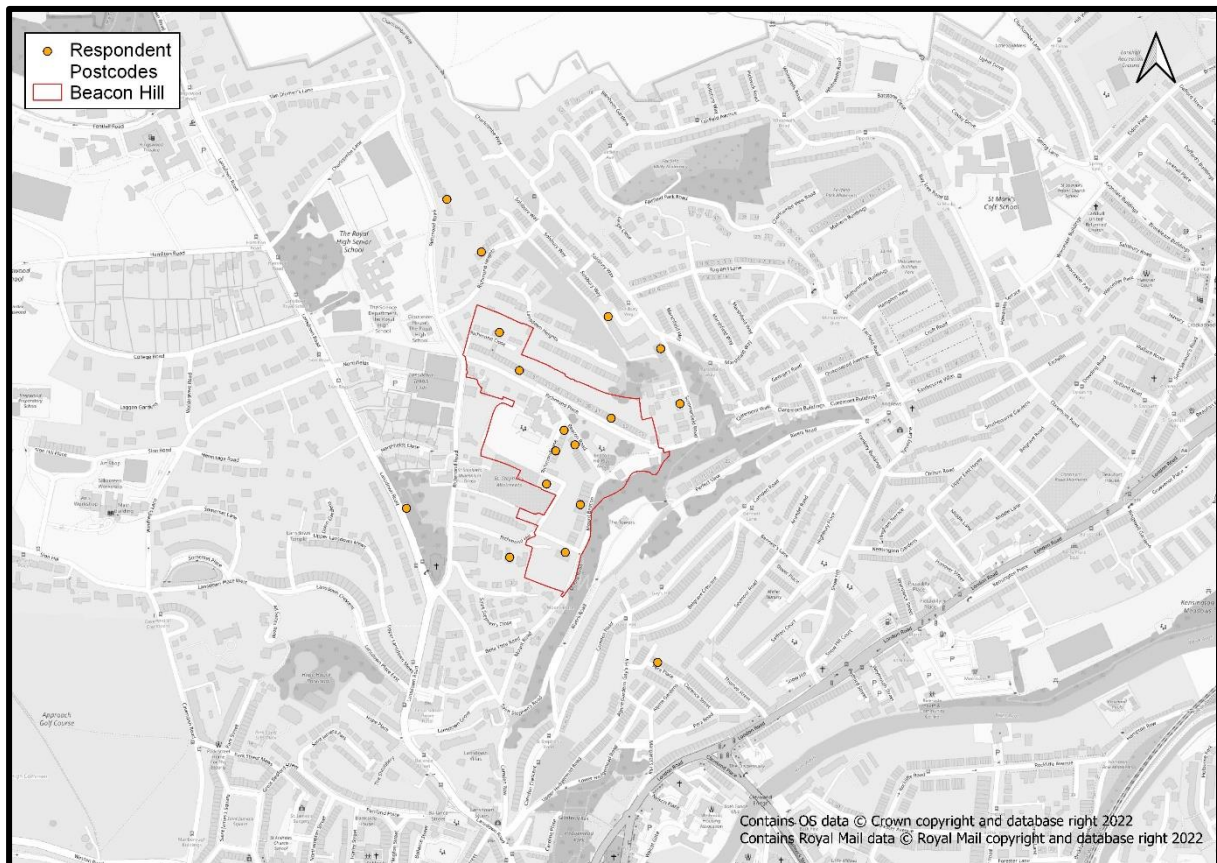
2.4.1 Respondent location

In total, there were 113 responses to the proposed Residents' Parking Zone. 109 of these came through the online portal.

89 responses were from within the proposed Zone with a further 24 from outside the area.

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

Figure 2.1: Location of respondents

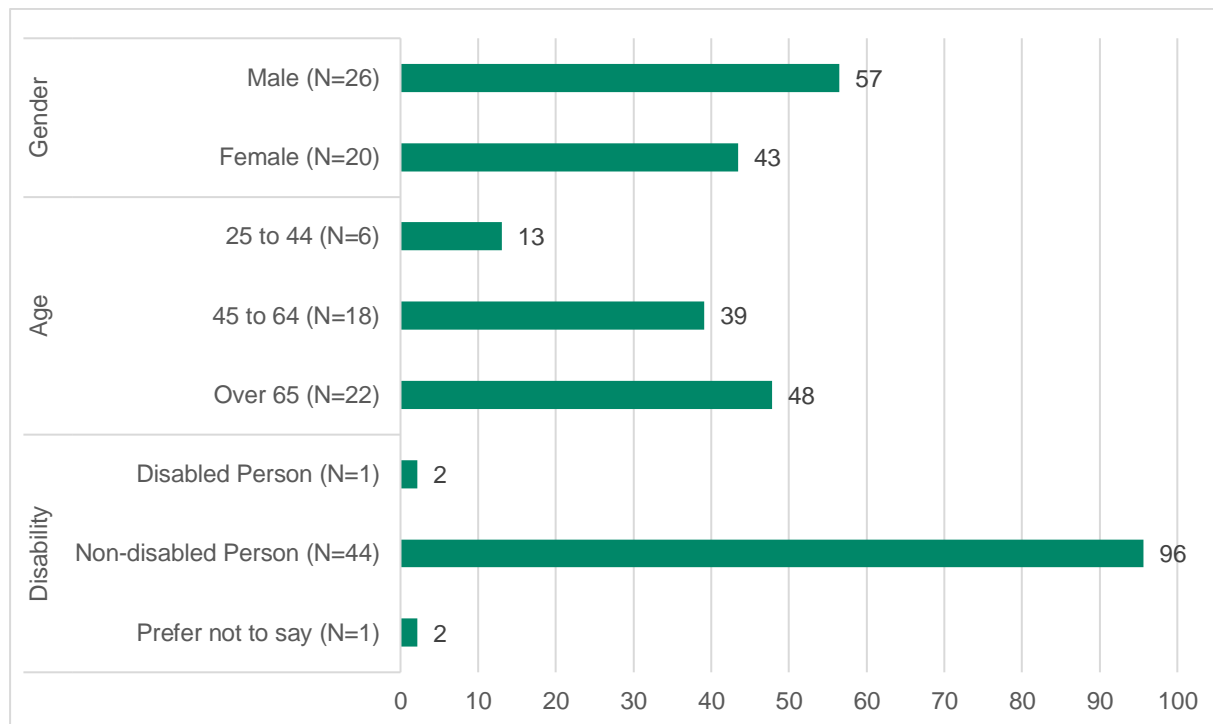


**17 unique postcodes visible in map view, 11 unique postcodes located outside of map view*

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=46 NB:67 did not give this information. Age groups are only shown where at least one response was provided. When considering percentages, care needs to be taken due to small base size.

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

Just under two thirds of respondents live in terraced properties (70%). 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	14	16
Semi-detached house / bungalow	6	7
Terraced (incl. end-terrace) house / bungalow	62	70
Purpose-built block of flats, maisonette or tenement	0	0
Flat, maisonette, or apartment in a converted house, or shared house (including bedsits)	7	8
Flat, maisonette, or apartment in a commercial building	0	0
Caravan, or other mobile or temporary structure	0	0
Base	89	100

Table 2 below shows how many people occupy a house. A total of 71% of houses had up to two residents and a fifth (20%) had four.

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

	Live in Parking Zone	
	N	%
One	14	16
Two	49	55
Three	8	9
Four	18	20
Five or more	0	0
Base	89	100

Respondents were asked if they had access to a garage, Table 3 below shows that 83% stated that they didn't. This is similar to the 78% who either live in a terraced house / bungalow or a flat, maisonette, apartment as shown earlier.

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

	Live in Parking Zone	
	N	%
Yes	15	17
No	74	83
Base	89	100

Table 4 shows how many off-street parking places respondents' households have. A total of 63% 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	56	63
One	22	25
Two	9	10
Three or more	2	2
Base	89	100

When asked how many vehicles their household has, all but one respondent had at least one vehicle in the household with three respondents having three or more. Table 5 shows all respondents' answers.

Table 5: How many vehicles does your household have?

	Live in Parking Zone	
	N	%
Zero	1	1
One	54	61
Two	31	35
Three or more	3	3
Base	89	100

3. Analysis

3.1 Current Parking Provision

Respondents were asked how they would rate the current parking provision in the Zone, with just over half (53%) rating it good. Respondents who live inside the Parking Zone had similar opinions to those who live outside the proposed Zone. 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	11	10	10	11	1	4
Fair	42	37	31	35	11	46
Good	60	53	48	54	12	50
Total	113	100	89	100	24	100

3.2 Support of the proposals

The majority (87%) of respondents oppose the Residents' Parking Zone. Those who support the Zone are split between full support (7%) and partial support (6%). The point of view was similar for those who live inside and outside the proposed Zone as shown in Table 7.

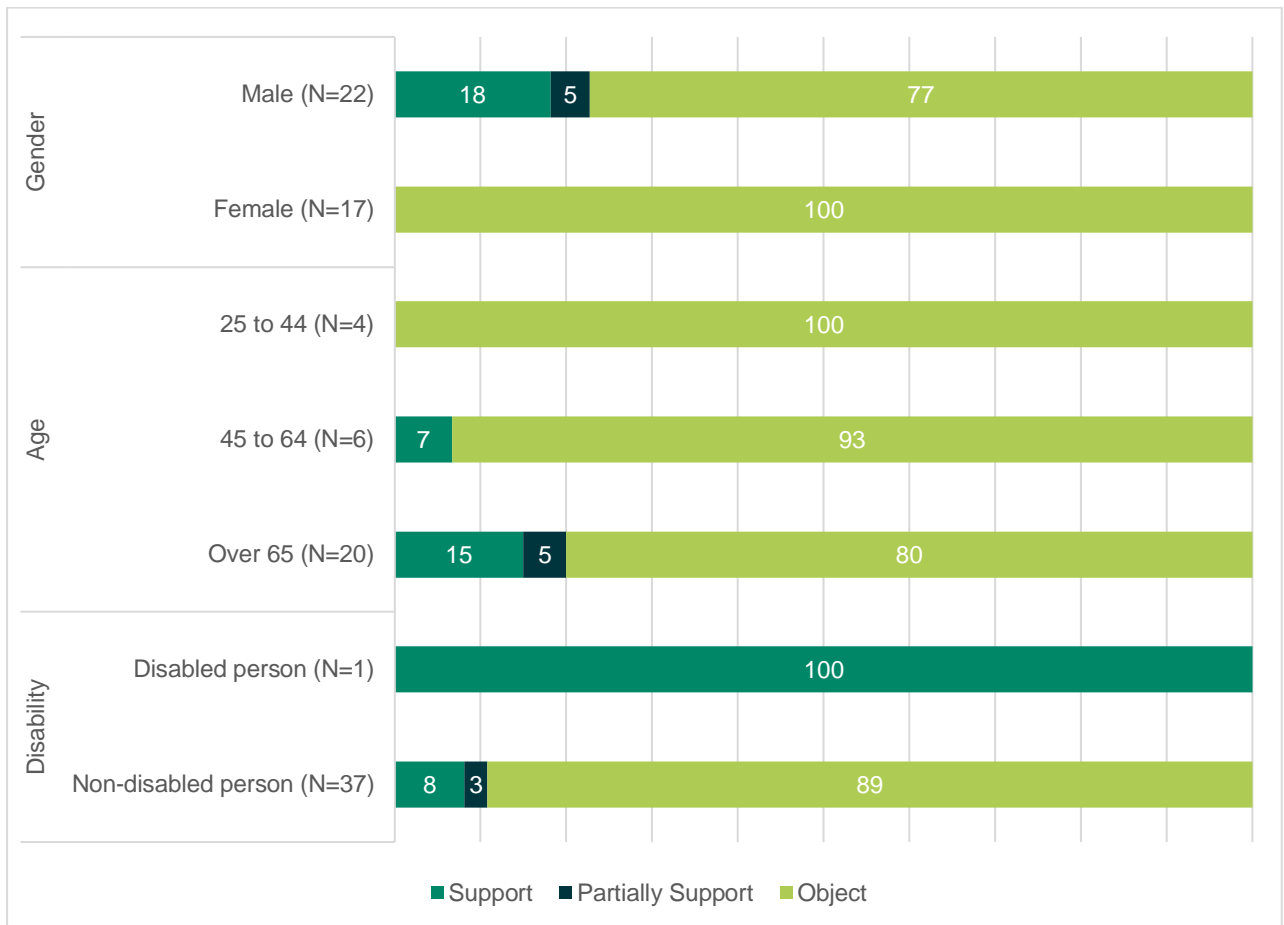
All but one respondent who feels that the current provision is good objected to the proposals.

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	8	7	7	8	1	4
Partially support	7	6	3	3	4	17
Object	98	87	79	89	19	79
No feeling	0	0	0	0	0	0
Total	113	100	89	100	24	100

All but one respondent who feels that the current provision is good objected to the proposals. Figure 3.2 below shows the level of support for the proposals by demographic profile of those who live inside the 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=39)

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

There were no significant differences in support by demographic.

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, 110 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, 104 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>	75	67	8
RPZ unnecessary / Parking always seems to be available	72	62	10
<i>I am unhappy about the cost of permits</i>	67	63	4
Unfair on visitors	36	32	4
Council criticism / money making scheme	33	27	6
RPZ will not reduce the number of cars / guarantee a space	27	26	1
<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>	19	11	8
Cost of living crisis mentioned	18	16	2
RPZ doesn't address the issue of local school parking problems	13	12	1
Concern that it wouldn't be managed properly	12	12	0
RPZ would negatively affect elderly / disabled residents	12	10	2
Issues with signage, lines, aesthetics	10	10	0
Directly impacts local businesses in the RPZ	8	7	1
<i>I currently park my vehicle on these streets and wouldn't be eligible for a permit, because I don't live within the proposed Zone</i>	4	1	3
Concern that ineligible for visitor passes /enough permits	4	4	0
I need to park more cars on street than I can get permits for	3	3	0
Oppose the introduction of RPZ (General)	3	2	1
Unfair on large households with multiple cars	3	3	0
Already too many parking restrictions in place	2	1	1
Unfair that newer more expensive cars should pay less	1	1	0
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
Base	104	83	21

A total of 75 respondents stated they objected to the proposals as they didn't encounter any problems parking on the street with 27 stating they didn't think the proposals would reduce the number of cars or guarantee a space.

“The majority of the cars that park on the roads are residents, due to the lack of driveways for the properties in the area. There is very little reason to park in the area if you are not a resident due to it being very isolated and far from any shops or restaurants. Therefore I do not believe that the permits will reduce the number of cars in the area, only make it more expensive for the residents.” (Object)

“There is no perceptible problem with current parking provision. This proposed change is not wanted or needed. It would adversely affect the quality of life of all residents and their visitors. To say nothing of the added financial burden in a time of seriously rising costs of living” (Object)

Sixty seven respondents mentioned that they were unhappy about having to pay for permits themselves.

“Permit offers no guarantee of a space, so I disagree with having to pay extra for something that won't necessarily benefit the parking situation. Not to mention it will be a hassle to get permits for visitors, tradesmen etc.” (Object)

As also highlighted in the previous quote, around one third (n=36) of the comments felt there would be an impact on visitors and it would be unfair on them.

“I frequently visit my daughter who lives in Richmond place and never have a problem parking. Your proposal will make life for residents much more difficult and also for visitors and persons like cleaners etc when occupiers are out at work.” (Object)

3.3.2 Supporting the proposal

Overall, nine 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>It will reduce traffic in street</i>	8	7	1
<i>It's difficult to park near house</i>	6	6	0
<i>I don't think commuters who don't live in my area should park here</i>	6	6	0
RPZ needed / Current parking is bad in the area	6	6	0
<i>There will be more orderly parking</i>	3	3	0
The RPZ makes the roads safer for the local community	1	1	0
Base	9	8	1

Eight respondents felt that the proposed Zone would reduce traffic in the street with six each stating that they find it hard to park in the area near their house. Reasons given for this is people using the area to park whilst working and local residents having multiple vehicles.

“If the objective is to reduce traffic and cars on the road, as well as resident parking zones, permission to create drives should be less onerous through planning.” (Support)

“I strongly support the proposal and objections on the basis of cost should not be entertained..... Non-resident visitors are keen to park as close to the school as possible so those living closest to the school such as me are worse affected than those further away. Every single time I go to the shops, I come back home to find nowhere to park and unload, especially during school hours. Finally, I would point out that several residents have 3 vehicles which is not acceptable” (Support)

3.3.3 Suggestions for changes to proposals

A total of 32 respondents made suggestions for improving the proposal which they felt would encourage support. The suggestions made most often 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
The parking issue is only at school drop off / pick up time	26	0	0	26
Introduce more traffic calming measures in the area	2	0	2	2
Concentrate on improving traffic flow to lower pollution	1	0	0	1
Concentrate on enforcing existing regulations	1	0	0	1
More EV charging points needed	1	0	0	1
More public parking (car parks) or off-road parking should be created alongside the RPZ	1	1	0	0
Scale back existing RPZ	1	0	0	1
More dual use spaces	1	0	0	1
Base	32	1	2	29

Twenty six respondents suggested that any issues were caused by the school in the area.

“Richmond Place is so difficult to park in, it is named in websites as a place to park without paying parking charges when visiting Bath so we have a horrendous time just trying to park as residents, competing with visitors trying to avoid parking charges. Teachers from the school park in Richmond Place every day though they have their own school car park which has spaces as they find our street more convenient. Our road simply can't cope with the parents who drive their children to school then leave their cars parked here all day whilst they go shopping or working in Bath - their cars are conveniently parked here waiting to collect their children at the end of the school day. Some parents drive their children to school, leave their cars in Richmond Place, the parents walk home and then the parents walk back to the school before driving their children home by car - which they left here” (Support)

“Staff and visitors at St Stephens School Park in the streets because they say it is inconvenient to park in the school car-park” (Support)

3.3.4 Local area comments

In total there were 17 comments 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
	Count
Remove Richmond Close / lane	9
Local school parents need access	5
Don't include Beacon Hill	2
Include Summerfield Road	1
Base	17

