

RPZ Consultation Spring 2022 Chelsea Road, Foxcombe Road

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	14
3.3.3	Suggestions for changes to proposals	15
3.3.4	Local area comments.....	16

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 **Chelsea Road and Foxcombe Road 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 Weston Methodist Church Hall on 17 May between 4pm and 8pm. A webinar was also held on 13 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 Chelsea Road and Foxcombe Road area of Bath only.

2.4 Response

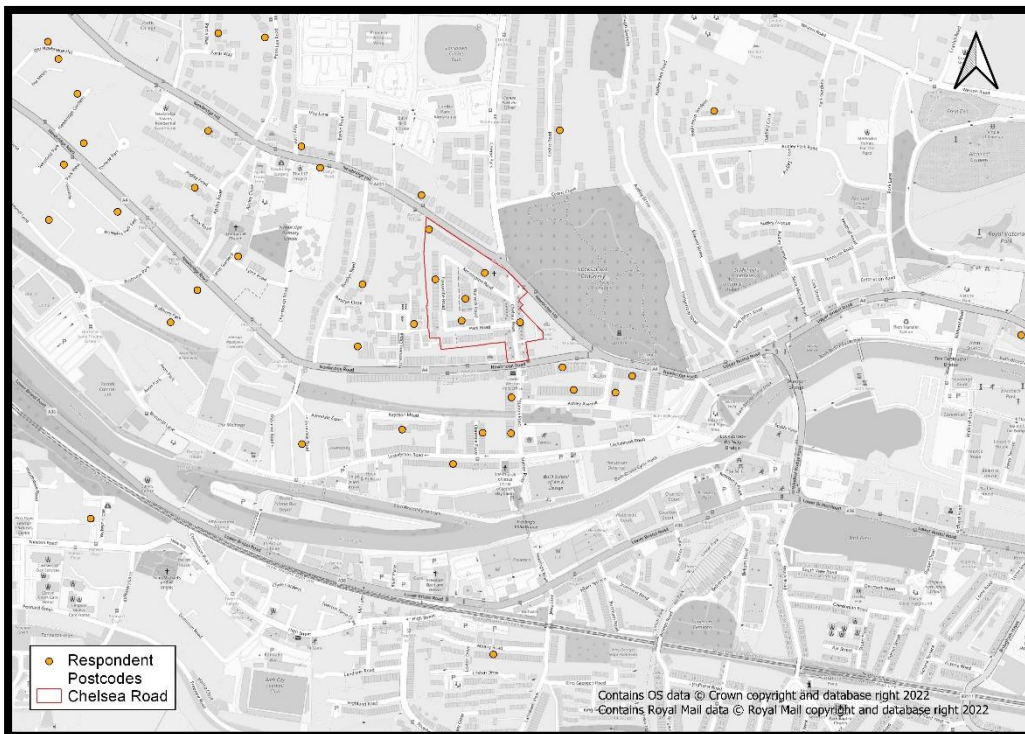
2.4.1 Respondent location

In total, there were 338 responses to the proposed Residents' Parking Zone. A total of 334 of these came through the online questionnaire with four sent via letter or E-mail.

116 responses were from within the proposed Zone with a further 222 from outside the area.

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

Figure 2.1: Location of respondents

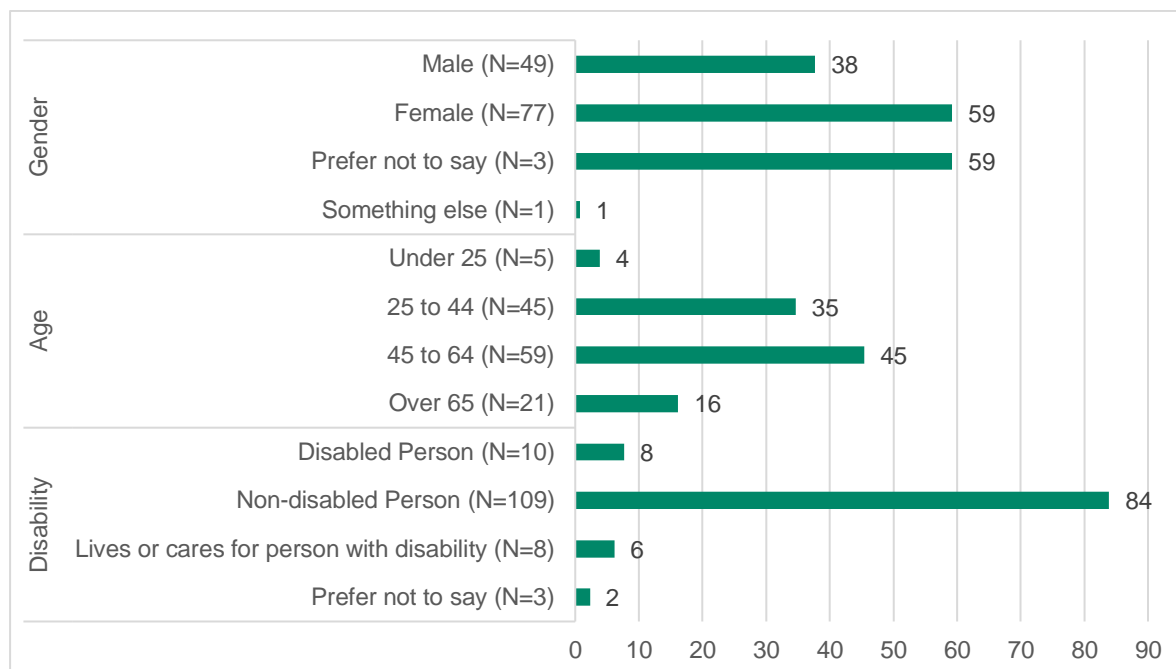


**42 unique postcodes visible in map view, 102 unique postcodes located outside of map view*

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=130 NB:208 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.

The majority of respondents live in terraced properties (82%). 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	2	2
Semi-detached house / bungalow	13	11
Terraced (incl. end-terrace) house / bungalow	95	82
Purpose-built block of flats, maisonette or tenement	1	1
Flat, maisonette, or apartment in a converted house, or shared house (including bedsits)	5	4
Flat, maisonette, or apartment in a commercial building	0	0
Caravan, or other mobile or temporary structure	0	0
Base	116	100

Respondents were asked how many people occupy their house, only 6 people who live inside the Zone provided a response to this question as shown in Table 2.

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

	Live in Parking Zone	
	N	%
One	0	0
Two	3	60
Three	0	0
Four	2	40
Five or more	0	0
Base	5	100

Respondents were asked if they had access to a garage, only 3 people who live inside the Zone answered this question, all answered no to having access to a garage as shown in Table 3.

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

	Live in Parking Zone	
	N	%
Yes	0	0
No	3	100
Base	3	100

Table 4 shows how many off-street parking places respondents' households have. Just under three quarters (73%) of respondents had no off-street parking, with 12% saying they had two or more spaces.

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

	Live in Parking Zone	
	N	%
Zero	84	73
One	16	14
Two	11	9
Three or more	4	3
Base	115*	100

**One respondent did not answer*

When asked how many vehicles their household has, almost half had at least one vehicle in the household with 5% 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	2	2
One	58	50
Two	49	43
Three or more	6	5
Base	115	100

3. Analysis

3.1 Current Parking Provision

Respondents were asked how they would rate the current parking provision in the Zone, with nearly half (48%) rating it fair and just under a third (32%) rating it bad. Respondents who live inside the Parking Zone were more likely to rate the parking provision as bad than those who live outside the Zone (53% in the Zone compared to 20% 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	107	32	62	53	45	20
Fair	162	48	32	28	130	59
Good	69	20	22	19	47	21
Total	338	100	116	100	222	100

3.2 Support of the proposals

Just under a fifth (19%) of respondents support the Residents Parking Zone with a further 12% saying they partially support, the remaining 69% of respondents object 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	65	19	50	43	15	7
Partially support	40	12	12	10	28	13
Object	232	69	54	47	178	80
No feeling	1	0	0	0	1	0
Total	338	100	116	100	222	100

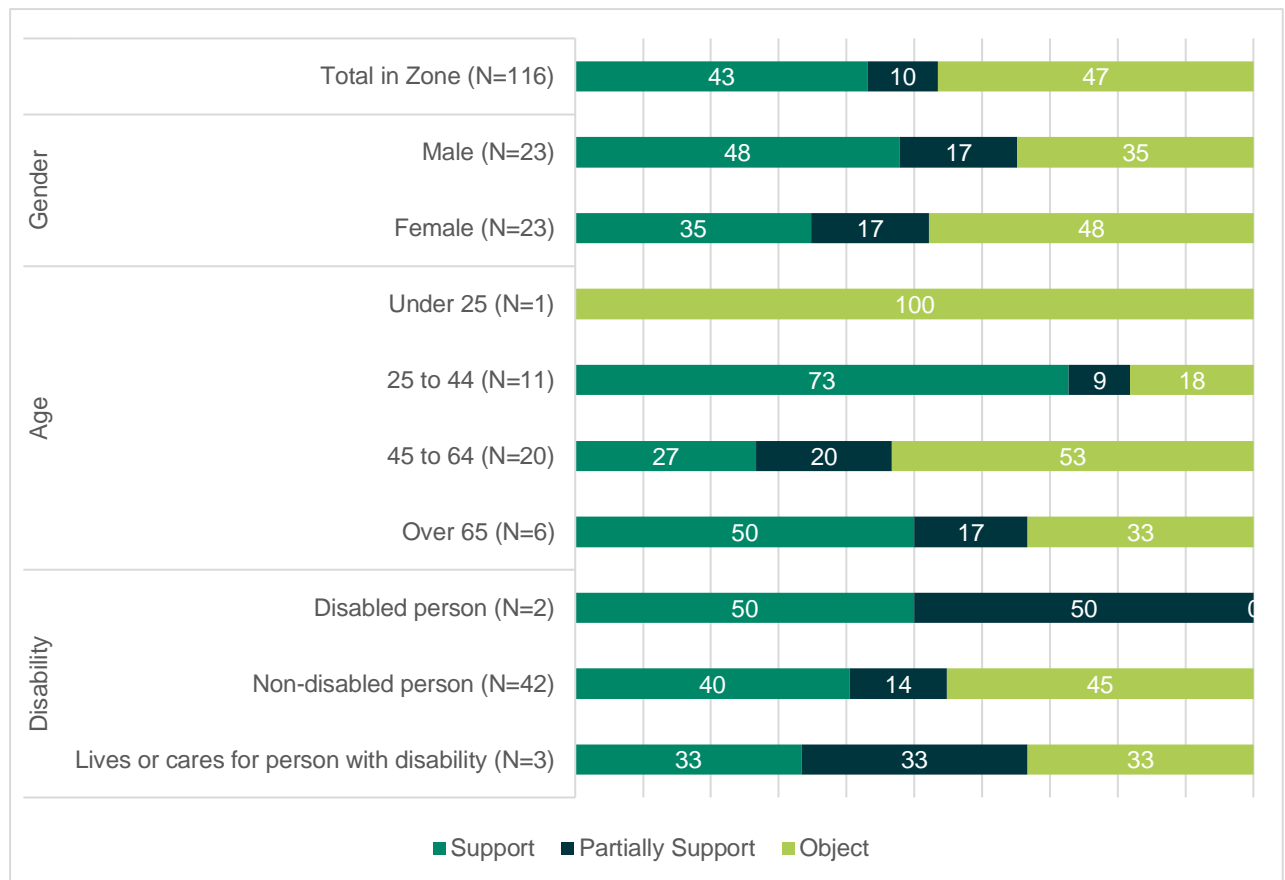
Those who live in the Parking Zone are more likely to support the proposals than those who live outside the Zone (43% compared with 7%).

There is an even split of opinion for those who live inside the Zone with 43% supporting and 47% objecting to the proposals.

There were differences in the levels of support shown for the proposals, almost three quarters (74%) of respondents who rated the current parking provision as bad either supported or partially supported the plans compared to 4% who currently rating parking provision as good.

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=116) when considering percentages by sub group, care needs to be taken due to small base size

There were no significant differences in level of support.

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, 338 respondents selected a pre-coded response or made a comment regarding the Parking Zone. Pre-coded responses are shown below in italics.

3.3.1 Objections to the proposal

Overall, 279 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
Directly impacts local businesses in the RPZ	210	45	165
<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>	83	1	82
<i>I don't have any problem parking on street</i>	68	34	34
<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>	58	12	46
<i>I am unhappy about the cost of permits</i>	55	32	23
Council criticism / money making scheme	43	16	27
RPZ are unnecessary / there are no current parking issues	38	14	24
RPZ will not reduce the number of cars / guarantee a space	22	16	6
RPZ would negatively affect elderly / disabled residents	21	2	19
The RPZ will reduce the number of parking spaces	12	7	5
Unfair on visitors	12	4	8
I need to park more cars on street than I get permits for	8	5	3
Cost of living crisis mentioned	8	4	4
Oppose the introduction of RPZ (General)	6	3	3
Concern that it wouldn't be managed properly	6	6	0
Scheme is a waste of council money	6	4	2
Will cause residents / businesses to move out of the area / make it less desirable	6	2	4
I don't need to park on the street	5	3	2
Unfair that newer more expensive cars should pay less	5	3	2
RPZ will devalue property prices in the zone	5	3	2
Doesn't address the issue of evening parking problems	3	2	1
Concerns plans block driveway	3	1	2
Concern that ineligible for visitor passes	2	1	1
Unfair on large households with multiple cars	2	1	1
Issues with signage, lines, aesthetics	1	1	0
Base	279	207	72

A total of 210 respondents stated they believed it would directly impact on local businesses, of which 45 respondents live in the Zone and 165 outside the Zone. This was the highest number of comments provided by those who live in the proposed Parking Zone.

“Chelsea Road is thriving but does rely on passing trade as well as the local community. This proposal will mean that their trade will be reduced in a time where many businesses cannot tolerate any more financial losses.” (Object)

“We must do all we can to support the local shops; they are the heart of the neighbourhood, and this scheme puts them in jeopardy. One hour parking is not enough time for potential customers to be on the Chelsea Road and use all its services; having their hair done; going to the dentist; eating in the cafes and shopping” (Object)

“We have to look out for our communities and the local businesses that make our community unique and keep running. This would stop or put off people from trying out these local businesses that make money by tourist as well and people who just drive by.” (Object)

For respondents who live in the Zone, two other themes were mentioned over 30 times, firstly there were no problems parking on the street (n=34) and the cost of permits (n=32).

“As someone who has lived within the zone for over 15 years, we have never had parking problems. Very, very occasionally maybe once or twice a year I may have to search for a space but this is very unusual.” (Object)

“I've been living in Foxcombe Rd for 21 years and never had any problem parking.” (Object)

“The proposal would financially impact me. We also have 3 cars as we all work out of city and a train is not an option” (Object)

“I don't object to the permits per se. But the cost of the permits cannot be justified. Therefore, I believe these should be issued at no cost to residents” (Object)

For those who live outside of the Zone, other than local businesses being impacted, the main reasons for objecting about the parking zones were ineligibility to park when they currently park on the street (n=82), People who currently park on those streets who won't be entitled to a permit are now going to be parking on their street (n=46).

“I am against the principle of permits because firstly, it won't address the problem as most cars are owned by residents themselves and secondly, it unfairly penalises those who are illegible for a permit who will be prevented from using a public road..” (Object)

“This proposal will cause significant knock on impact on the surrounding streets. I live on Newbridge Road and park my car on Ashley Avenue. Space is already at a premium here and permitting the Chelsea Road area will lead to lots of drivers searching for and parking on Ashley Avenue and other similar streets, causing congestion on already very narrow roads and limiting spaces for residents.” (Object)

3.3.2 Supporting the proposal

Overall, 69 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's difficult to park near house</i>	53	46	7
<i>I don't think commuters who don't live in my area should park here</i>	52	40	12
<i>It will reduce traffic in street</i>	52	40	12
<i>There will be more orderly parking</i>	45	36	9
RPZ needed / Current parking is bad in the area	27	24	3
RPZ makes roads safer for the local community	10	6	4
Support the introduction of RPZ (general)	9	7	2
Will encourage less private car usage	4	2	2
Implement RPZ ASAP	3	3	0
RPZ doesn't go far enough	2	0	2
Will improve life for those with mobility issues	1	0	1
Base	69	52	17

The theme that was mentioned most often (53 respondents) was that it is difficult to park near their house, of these 46 lived within the proposed Zone. A further 27 respondents stated that they felt current parking is bad in the area and the RPZ was needed to resolve this, 24 of those respondents live in the proposed Zone.

“Currently it's practically impossible to park near Warwick Rd between the hours of 0800 and 1730, Mon-Fri. It's quite normal to circle the surrounding streets for up to 30 minutes, trying to find a parking space, just so I can go home” (Support)

“We need to be able to park near the house without commuters taking up space.” (Support)

“We have lived on Warwick Road for 19 years and it has become impossible to park”

A number (n=10) of respondents felt that the RPZ would make the roads safer for the local community.

“I fully support the proposals. During the week the roads are full of daily commuters which reduces wellbeing for those living here and increases pollution and makes it hard for the shops too as there is little rotation of spaces” (Support)

3.3.3 Suggestions for changes to proposals

A total of 160 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. One respondent who had no feeling when asked about their support for the proposals is not 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
One hour bays are not long enough, must be for a longer period	74	14	20	40
Parking issues caused by hospital staff / patients*	27	2	2	22
Concentrate on enforcing existing regulations	15	5	3	7
More public parking (car parks) or off-road parking should be created alongside the RPZ	15	1	3	11
Suggested other timeframe for RPZ e.g. 9am-9pm / not weekends	14	8	3	3
Concentrate on improving traffic flow to lower pollution	12	2	4	6
More EV charging points needed	12	4	5	3
Look at other schemes e.g. restricting parking at certain times	9	3	4	2
Invest in Public Transport first	9	0	3	6
Council to introduce more cycling parking	6	1	1	4
Council to look at existing disabled bays e.g. whether they are still needed, relocation	6	2	2	2
More dual use spaces	6	4	0	2
Restrict large vehicles from access	5	1	3	1
Introduce more traffic calming measures in the area	3	2	1	0
Must be able to get visitor passes easily / concerns about getting visitor passes	3	0	0	3
Make the RPZ free for residents	2	0	0	2
Implement a Workplace Parking Levy alongside the scheme	1	1	0	0
Ensure tradespeople can park for free	1	0	0	1
Scale back existing RPZ	1	0	0	1
The parking issue is only at school drop off / pick up time	1	0	0	1
Base	160	38	33	88

*One respondent had no feeling

The most frequent suggestion was that one hour bays weren't long enough (n=74) with a view that one hour isn't sufficient for people using local businesses, for example those that offer a more leisurely service such as cafes and health and beauty.

“An increase in the time for parking in Chelsea Road should be increased to 2 hours for customers of the cafes and beauty parlours etc.” (Support)

“I don’t feel the current proposed 1 hour limit is sufficient. It would be better to have a 3 hour limit on parking so we could use the cafes and shops in sufficient timings” (Object)

Another theme that 26 respondents felt was important to consider was the use of the area to park by local hospital staff / patients parking, while 14 comments mentioned they felt there was a need for a local car park or off-road parking.

“I lived in the area for 22 years, hospital staff has gotten more demand and they park on these streets. Don’t make local home owners pay for the parking” (Object)

“The area currently acts as an overflow carpark for commuters and for the hospital leaving residents often unable to even find a car parking space.” (Support)

3.3.4 Local area comments

In total there were 54 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
	N
Don’t include Chelsea Road	27
Improve traffic flow on Chelsea Road	14
Include Ashley Avenue	7
Include Station Road	5
Include Locksbrook Road	3
Include Newbridge Road	3
Add Locksbrook Road	3
Allow parents / staff Newgate Primary school permits	1
Include Shaftsbury Ave	1
Add Rosslyn Road	1
Chelsea Road Shops	1
Total	54

