

RPZ Consultation Spring 2022 Lyme Gardens and Charmouth Road

Bath and North East Somerset Council

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Quality information

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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 **Lyme Gardens and Charmouth 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 16 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 Lyme Gardens and Charmouth Road area of Bath only.

2.4 Response

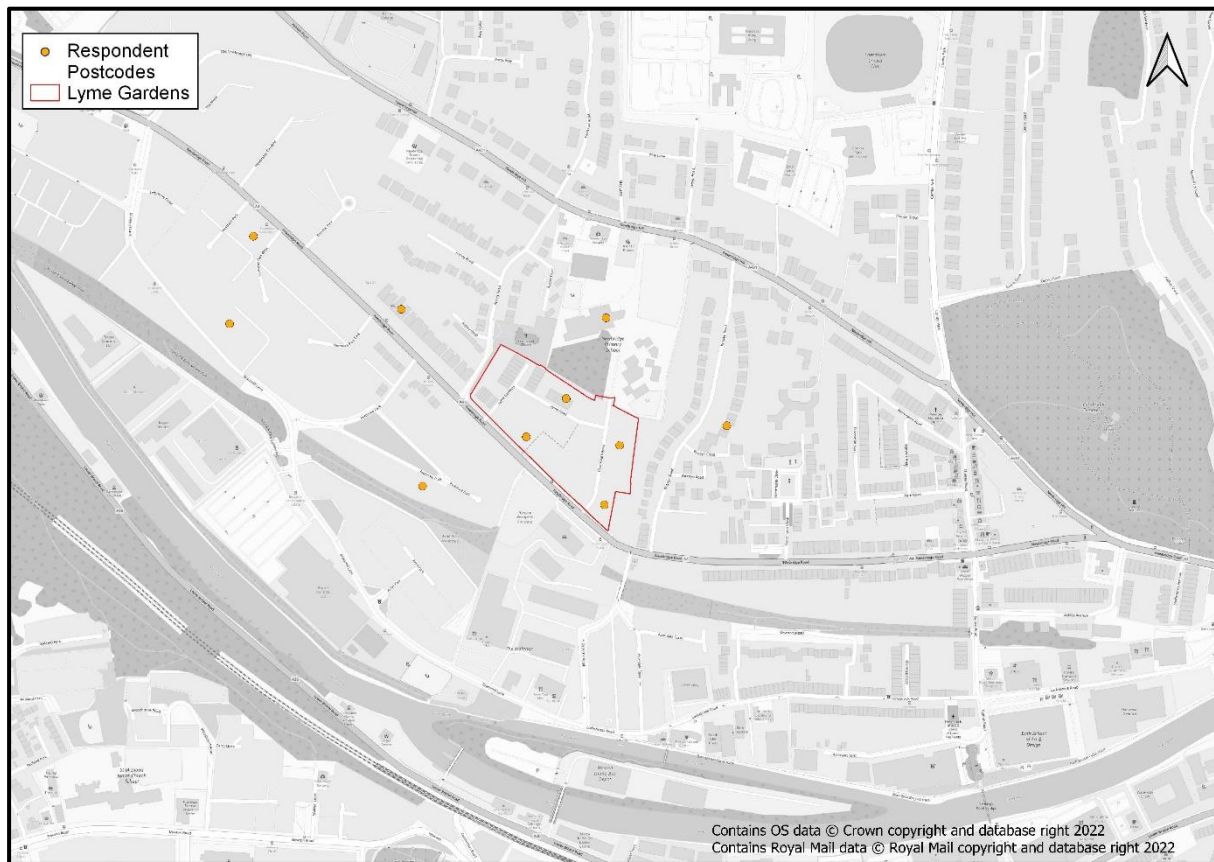
2.4.1 Respondent location

In total, there were 86 responses to the proposed Residents' Parking Zone. 84 of these came through the online questionnaire with two replying by letter or email.

A total of 55 responses were from within the proposed Zone with a further 31 from outside the area.

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

Figure 2.1: Location of respondents

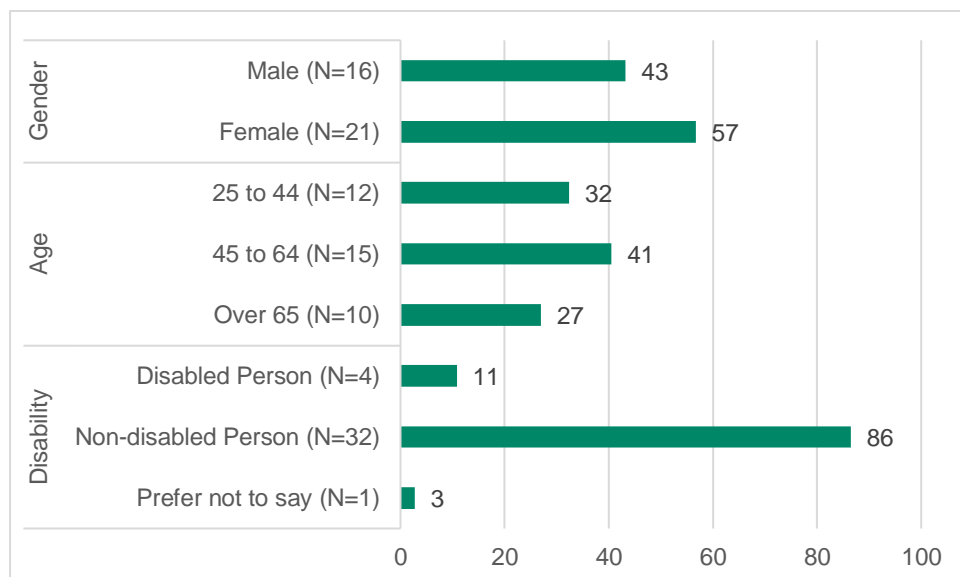


**10 unique postcodes visible in map view, 13 unique postcodes located outside of map view*

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=37 NB:49 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.

Almost all respondents live in terraced properties (95%). 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	4
Semi-detached house / bungalow	1	2
Terraced (incl. end-terrace) house / bungalow	52	95
Purpose-built block of flats, maisonette or tenement	0	0
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
Base	55	100

Table 2 below shows how many people occupy a house. Only four respondents answered this question.

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

	Live in Parking Zone	
	N	%
One	2	50
Two	0	0
Three	0	0
Four	2	50
Five or more	0	0
Base	4	100

Respondents were asked if they had access to a garage, Table 3 shows only four respondents answered this question with all saying they did not.

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

	Live in Parking Zone	
	N	%
Yes	0	0
No	4	100
Base	4	100

Table 4 shows how many off-street parking places respondents' households have. 80% of respondents had no off-street parking places, with only 4% saying they had two or more.

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

	Live in Parking Zone	
	N	%
Zero	44	80
One	9	16
Two	1	2
Three or more	1	2
Base	55	100

When asked how many vehicles their household has, only 4% did not have a vehicle, two-thirds of households (65%) had one vehicle with all other households having more than one vehicle. Table 5 below shows all respondents' answers.

Table 5: How many vehicles does your household have?

	Live in Parking Zone	
	N	%
Zero	2	4
One	36	65
Two	14	25
Three or more	3	5
Base	55	100

3. Analysis

3.1 Current Parking Provision

Respondents were asked how they would rate the current parking provision in the Zone, just under half (48%) of all respondents felt that the current parking provision was bad, with a similar proportion (44%) rating it as fair.

Respondents who live inside the Parking Zone were significantly more likely to rate the parking provision as bad than those who live outside the Zone (64% in the Zone compared to 19% 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	41	48	35	64	6	19
Fair	38	44	16	29	22	71
Good	7	8	4	7	3	10
Total	86	100	55	100	31	100

3.2 Support of the proposals

Respondents were split with 45% each stating support or object, overall. However, respondents who live within the proposed Parking Zone were significantly more likely to support the proposals than those who live outside the proposed Zone (58% compared to 23%) as seen in Table 7.

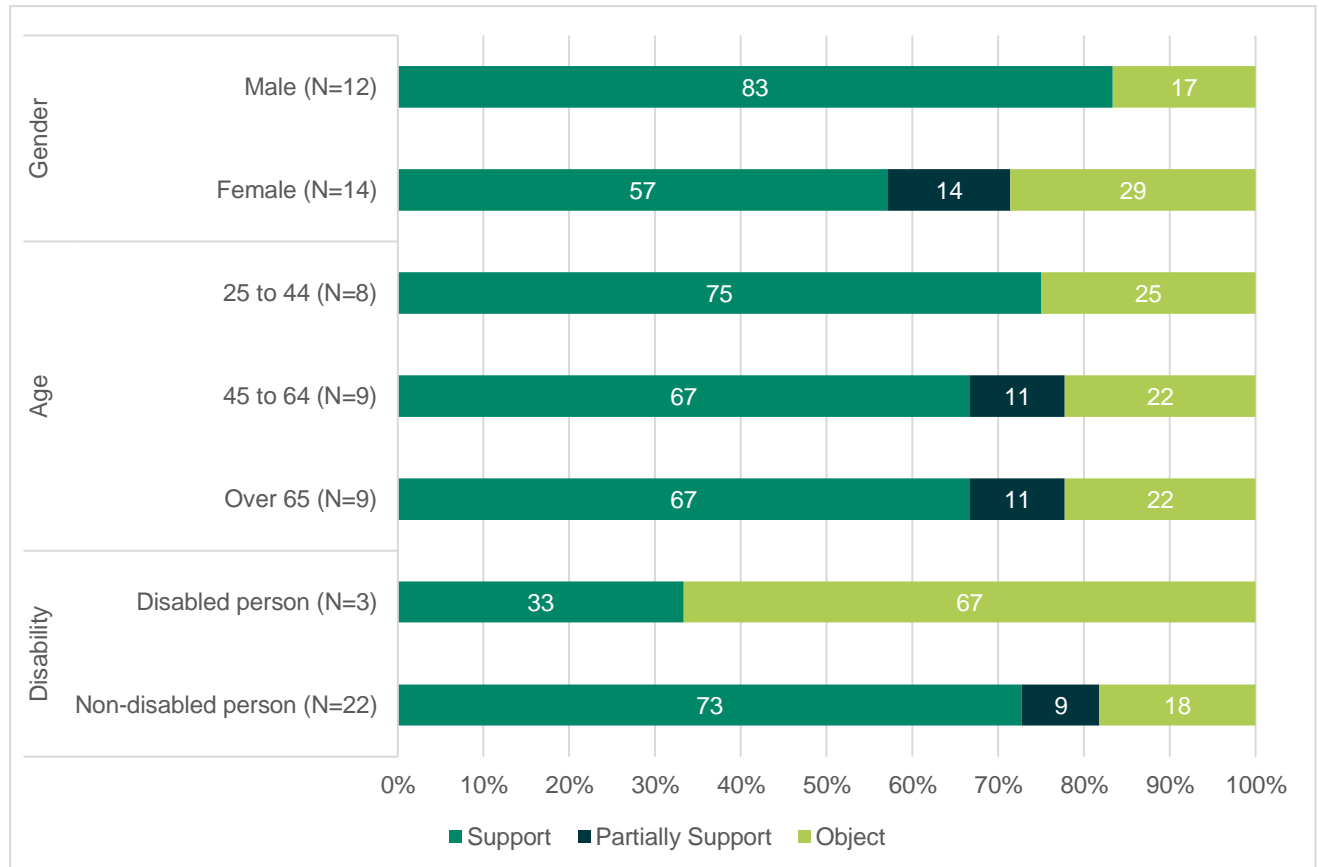
Table 7: Do you support, partially support, or object to a Residents' Parking Zone, as described in the maps and proposals?

	All respondents		Live in Parking Zone		Live outside Parking Zone	
	N	%	N	%	N	%
Support	39	45	32	58	7	23
Partially support	8	9	4	7	4	13
Object	39	45	19	35	20	65
No feeling	0	0	0	0	0	0
Total	86	100	55	100	31	100

There were differences in the levels of support shown for the proposals, more than three quarters (78%) of respondents who rate the current parking provision as bad, supported the plans. All 7 of the respondents who rated parking as good (n=7), 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 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=126)

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

There were no significant differences 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, 86 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, 46 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 am unhappy about the cost of permits</i>	20	13	7
<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>	18	4	14
<i>I don't have any problem parking on street</i>	15	11	4
Council criticism / money making scheme	13	3	10
RPZ are unnecessary / parking always seems to be available	10	6	4
RPZ doesn't address the issue of local school parking problems	7	6	1
Directly impacts local businesses in the RPZ	6	1	5
<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	0	4
Oppose the introduction of RPZ (General)	4	2	2
RPZ will not reduce the number of cars / guarantee a space	4	1	3
RPZ would negatively affect elderly / disabled residents	4	3	1
Cost of living crisis mentioned	3	1	2
I need to park more cars on street than I can get permits for	2	2	0
Concern that ineligible for visitor passes /enough permits	2	1	1
I don't need to park on the street	1	0	1
The RPZ will reduce the number of parking spaces	1	1	0
RPZ doesn't address the issue of evening parking problems	1	1	0
Concern that it wouldn't be managed properly	1	1	0
Already too many parking restrictions in place	1	0	1
Unfair on large households with multiple cars	1	1	0
Base	46	25	21

The two themes mentioned most often in the comments were about feeling unhappy with the cost of permits (n=20) and the introduction of the Zone would simply move the problem to other streets (n=18).

“The cost and inconvenience for residents far outweighs the minimal (if any) benefits this scheme would provide.” (Object)

“I live on Avondale Road, which is very close to Charmouth Road, and isn't within a resident parking zone. I'm concerned that people who currently park in Charmouth Road or Lyme Gardens, and wouldn't be eligible for a permit, will use Avondale Road instead. Could Avondale Road also be considered for a resident parking zone?” (Object)

Other objections suggested that parking was not a problem in the area most of the time. Some respondents commented that the school in the vicinity caused a problem when dropping off and collecting their children

“In my opinion there is not a problem parking here unless you attempt to do so at peak times, i.e. when it is school drop off and pick up times. I fail to understand how an RPZ will alleviate the issue and unless it is regularly and effectively policed it will not generate more spaces in which to park. Expecting parents of small children attending Newbridge School to park outside the RPZ and walk them along the busy Upper Bristol Road is neither safe nor practicable in my view. I also consider the parking charges to be excessive and as you acknowledge I am still not guaranteed a parking space!” (Partly Support)

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

- People from the proposed Zone parking on their street;
- A feeling this is a way for councils to increase its revenue stream and make more money; and
- Impact on local businesses.

3.3.2 Supporting the proposal

Overall, 43 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>	34	31	3
<i>I don't think commuters who don't live in my area should park here</i>	34	29	5
<i>It will reduce traffic in street</i>	29	24	5
<i>There will be more orderly parking</i>	26	20	6
RPZ needed / Current parking is bad in the area	16	12	4
The RPZ makes the roads safer for the local community	7	4	3
Implement RPZ ASAP	3	3	0
Support the introduction of RPZ (general)	2	2	0
Will encourage less private car usage	2	1	1
Will improve life for those with mobility issues	1	1	0
Base	43	34	9

Thirty four respondents each stated that they found it difficult to park near their house or they thought commuters shouldn't be using the area to park, two of the pre-coded options in the consultation survey. Residents who live in the proposed Zone provided the majority of these responses. The reasons given for this included the local school, hospital and workers parking in the area.

"I strongly support permit parking in this area. With the school and hospital nearby there is high competition for parking and this is making increasingly difficult for residents to park their own cars." (Support)

"Residents constantly have to compete with commuters this can include hospital staff, teachers and others getting bus on main road. There is a park and ride not even 10-minute walk away, all commuters should be using this not driving fast down Lyme Road and parking in residents spaces." (Support)

A further 29 respondents felt there would be a benefit of reduced traffic in the street with 26 feeling there will be more orderly parking.

"I am very supportive and am particularly glad to see yellow lines proposed for the tight corners, as this will significantly improve safety of crossing pedestrians." (Support)

"Please give top priority to walking, wheelchair users and cycling. The default position of making roads car-friendly is discriminatory. It damages our health. Stop trying to appease the noisy minority who think they have a right to drive from their front door to their precise destination. Be bold and brave. There are more of us who want car free spaces than you seem to think." (Support)

3.3.3 Suggestions for changes to proposals

A total of 28 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	8	2	2	4
The parking issue is only at school drop off / pick up time	6	2	0	4
Must be able to get visitor passes easily / concerns about getting visitor passes	3	2	0	1
More EV charging points needed	3	1	0	2
Make the RPZ free for residents	3	0	0	3
Improve the condition of the roads first	2	0	0	2
Concentrate on improving traffic flow to lower pollution	1	0	0	1
Introduce more traffic calming measures in the area	1	1	0	0
Council to introduce more cycling parking	1	0	0	1
Concentrate on enforcing existing regulations	1	0	0	1
Look at other schemes e.g. restricting parking at certain times	1	0	1	0
Implement a Workplace Parking Levy alongside the scheme	1	1	0	0
Ensure tradespeople can park for free	1	1	0	0
Scale back existing RPZ	1	0	0	1
One hour bays aren't long enough, must be for a longer period	1	0	0	1
Council to look at existing disabled bays e.g. whether they are still needed, relocation	1	0	0	1
Restrict large vehicles from access	1	1	0	0
Base	28	9	3	16

The most frequent suggestion was an alternative time frame for the restrictions (n=8) many of these came from respondents who were worried the time the proposals were active would have limited benefit for them.

“Top of Lyme Gardens there is currently a parking space. You should include this as an extra space. The scheme hours need to be extended to 7am - 10pm. ANPR cameras should be used to police” (Oppose)

“I leave the house at 7am and return after 6pm, therefore the when the scheme is enforced, I will not require parking. I will still have the same parking issue when I return home from work. But I would still need to buy a permit to cover the weekend when parking is not really a problem.” (Object)

3.3.4 Local area comments

In total there were 15 respondents suggested specific local areas that either should be included or should be excluded. Table 11 shows all the comments that were provided.

Table 11: Count of comments showing other issues

Other Issues	All respondents
	N
Allow parents / staff Newgate Primary school permits	6
Add Newbridge Road	2
Add Lymm Gardens	2
Local school parents need access	2
Add Avon Road	1
Passes and permits for Parents / carers of Newbridge School	1
Add Ashley Avenue	1
Add Station Road	1
Add Locksbrook Road	1
Base	15

