

# RPZ Consultation Spring 2022 Sion Hill and Summerville 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 **Sion Hill and Summerville 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 Sion Hill Conference Room on 19 May between 4pm and 8pm. A webinar was also held on 18 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 Sion Hill and Summerville Road area of Bath only.

## 2.4 Response

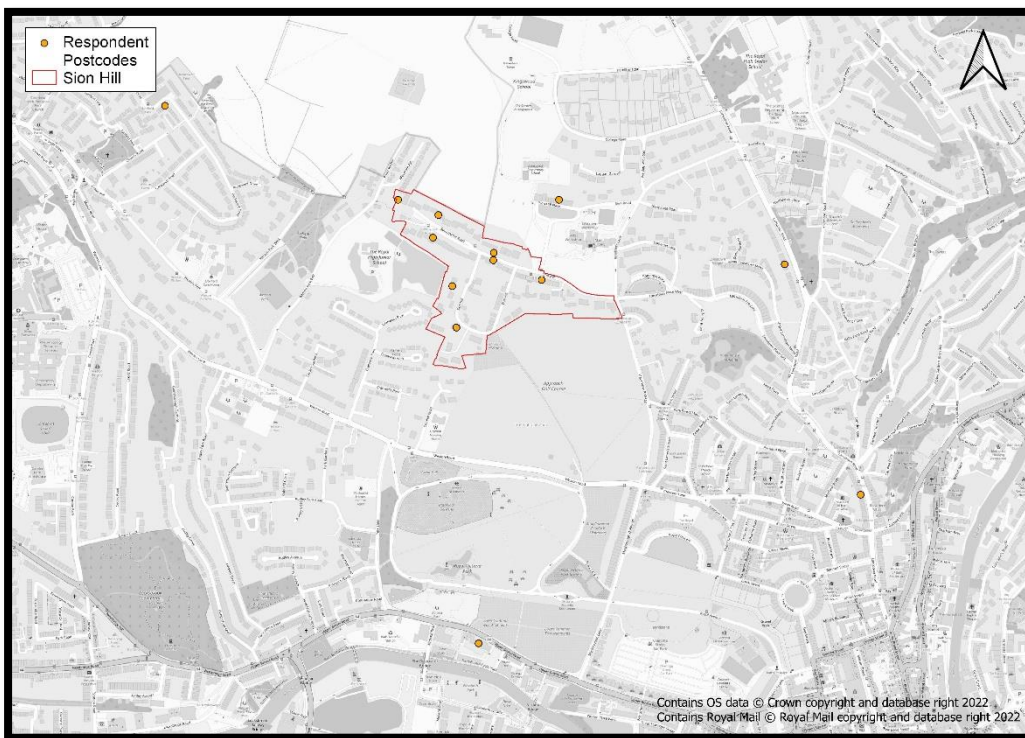
### 2.4.1 Respondent location

In total, there were 59 responses to the proposed Residents' Parking Zone. 57 of these came through the online questionnaire with two respondents responding by email.

A total of 41 responses were from within the proposed Zone with a further 18 from outside the area.

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

**Figure 2.1: Location of respondents**

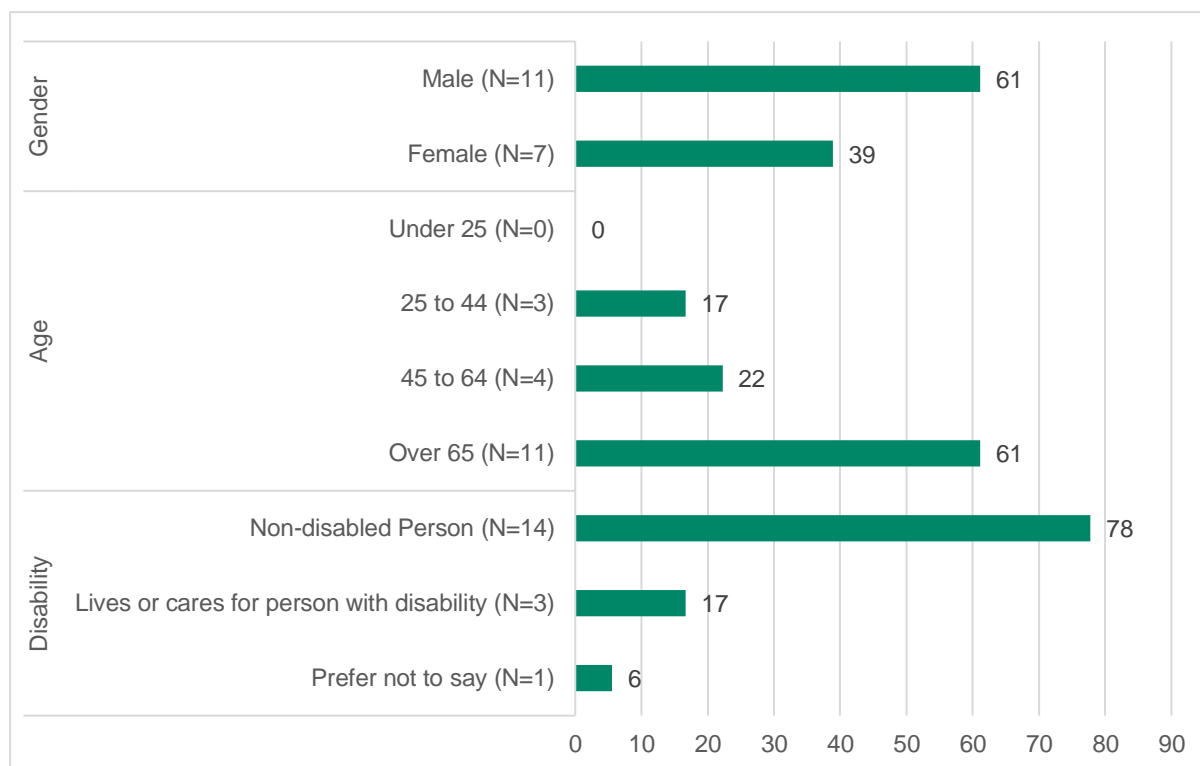


*\*13 unique postcodes visible in map view, 10 unique postcodes located outside of map view*

## 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=18 NB:41 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.

More than half of respondents live in detached 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	22	55
Semi-detached house / bungalow	4	10
Terraced (incl. end-terrace) house / bungalow	12	30
Purpose-built block of flats, maisonette, or tenement	0	0
Flat, maisonette, or apartment in a converted house, or shared house (including bedsits)	2	5
Flat, maisonette, or apartment in a commercial building	0	0
Caravan, or other mobile or temporary structure	0	0
<b>Base</b>	<b>40</b>	<b>100</b>

Table 2 below shows how many people occupy a house. 61% of houses had up to 2 residents and a just under a third (31%) had 4 or more.



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

	Live in Parking Zone	
	N	%
One	5	12
Two	20	49
Three	4	10
Four	7	17
Five or more	5	12
<b>Base</b>	<b>41</b>	<b>100</b>

Respondents were asked if they had access to a garage, half (50%) stated that they did, as shown in Table 3. This is similar to the 56% who live in a detached property as shown earlier.

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

	Live in Parking Zone	
	N	%
Yes	20	51
No	19	49
<b>Base</b>	<b>39</b>	<b>100</b>

Table 4 shows how many off-street parking places respondents' households have. More than half (60%) of respondents had at least one off-street parking space.

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

	Live in Parking Zone	
	N	%
Zero	15	37
One	8	20
Two	10	24
Three or more	8	20
<b>Base</b>	<b>41</b>	<b>100</b>

When asked how many vehicles their household has, all respondents had at least one vehicle in the household with 65% having 2 or more. Table 5 shows all respondents' answers.

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

	Live in Parking Zone	
	N	%
Zero	0	0
One	14	35
Two	25	63
Three or more	1	3
<b>Base</b>	<b>40</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, with a quarter each (26%) rating it good or bad. Respondents who live outside the Parking Zone were significantly more likely to rate the parking provision as good than those who live inside the Zone (44% outside the Zone compared to 26% inside) but care should be taken due to low base numbers. 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	15	26	15	38	0	0
Fair	27	47	17	44	10	56
Good	15	26	7	18	8	44
<b>Total</b>	<b>57</b>	<b>100</b>	<b>39</b>	<b>100</b>	<b>18</b>	<b>100</b>

#### 3.2 Support of the proposals

Just over a third (37%) of respondents support the Residents' Parking Zone with a further 16% saying they partially support.

**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	21	37	19	49	2	11
Partially support	9	16	7	18	2	11
Object	25	44	11	28	14	78
No feeling	2	4	2	5	0	0
<b>Total</b>	<b>57</b>	<b>100</b>	<b>39</b>	<b>100</b>	<b>18</b>	<b>100</b>

Of the 15 respondents who felt that the current parking provision was bad, 87% supported the plans with one respondent partially supporting them and one objecting. Similarly, of the 16 respondents who felt the current parking provision was good, 94% objected to the plans with only one respondent feeling different and they partially supported the plans.

### 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, 59 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, 41 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>	13	8	5
Issues with signage, lines, aesthetics	11	10	1
<i>I am unhappy about the cost of permits</i>	10	8	2
RPZ are unnecessary / there are no current parking issues	9	6	3
<i>I currently park my vehicle on these streets and wouldn't be eligible for a permit, because I don't live within the prop</i>	6	5	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>	5	2	3
Concerns plans block driveway	5	5	0
<i>I need to park more cars on street than I can get permits for</i>	4	4	0
RPZ would negatively affect elderly / disabled residents	3	3	0
Oppose the introduction of RPZ (General)	2	1	1
Unfair that newer more expensive cars should pay less	2	2	0
Concern that it wouldn't be managed properly	2	2	0
Scheme is a waste of council money	2	1	1
The RPZ will reduce the number of parking spaces	1	0	1
RPZ doesn't address the issue of evening parking problems	1	1	0
Council criticism / money making scheme	1	0	1
Cost of living crisis mentioned	1	0	1
Already too many parking restrictions in place	1	0	1
Unfair on large households with multiple cars	1	1	0
Unfair on visitors	1	1	0
<b>Base</b>	<b>41</b>	<b>28</b>	<b>13</b>

Thirteen respondents said they did not experience any problems parking and felt that the RPZ was unnecessary. In addition, five comments mentioned the introduction of the Zone would simply move the problem to other streets.

*“There is absolutely NO problem parking in Summerhill Road and no need for an RPZ. We have lived here for many years and NEVER been unable to find a space. Houses on Summerhill Road all have large drives and do not need to park on the road” (Object)*

*“I don't find it difficult to park most of the time. My husband and I both work full time as doctors and we have a nanny. If this became permit only we would really struggle” (Object)*

A total of 11 respondents, of whom all but one live in the proposed Zone, stated they were concerned with the aesthetic look of the bays and signage.

*“We would prefer to have a discreet notification of the parking conditions i.e. discreet signs not yards of double yellow lines.” (Support)*

*“Marked bays would ruin the rural feel of the conservation area and out of character for the area, for Cotswold Way walkers and residents.” (Object)*

### 3.3.2 Supporting the proposal

Overall, 23 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>	16	16	0
<i>It will reduce traffic in street</i>	14	13	1
<i>It's difficult to park near house</i>	13	13	0
<i>There will be more orderly parking</i>	9	8	1
RPZ needed / Current parking is bad in the area	8	7	1
The RPZ makes the roads safer for the local community	5	4	1
If other Zones go ahead, this area needs including too	3	3	0
Area is currently used by airport users	2	1	1
Support the introduction of RPZ (general)	1	1	0
Implement RPZ ASAP	1	1	0
Will improve life for those with mobility issues	1	1	0
<b>Base</b>	<b>23</b>	<b>20</b>	<b>3</b>

The theme that was most often mentioned with 16 respondents who commented mentioning it, was that they felt commuters and others who do not live in the area should be stopped parking in the area and the RPZ was needed to resolve this. All of those respondents live in the proposed Zone.

*“If Summerhill Road/Sion Hill doesn't have an RPZ then visitors, commuters and/or local residents who don't want to pay for a permit will come and park here causing potentially dangerous obstructions.” (Support)*

*“Will also stop people dumping their cars on Sion Hill for weeks at a time who do not live here.” (Support)*

Fourteen respondents felt that the RPZ would reduce traffic in the street with 13 also feeling that parking in the area is currently difficult. Ten respondents made both of the comments above.

*“Access to Summerhill Road is very often blocked by parked cars at the top of Sion Hill. Delivery vehicles constantly have trouble getting through. 80% of deliveries have to be rescheduled.” (Support)*

*“It is frequently impossible to park near to the house which makes life difficult for those of us with mobility issues.” (Support)*

### 3.3.3 Suggestions for changes to proposals

A total of 12 respondents made suggestions for improving the proposal which they felt would encourage support. The most often mentioned suggestions 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	4	0	0	4
Must be able to get visitor passes easily / concerns about getting visitor passes	2	1	1	0
Invest in public transport first	2	0	0	2
Make the RPZ free for residents	1	0	0	1
Implement and Workplace Parking Levy alongside the scheme	1	1	0	0
Make white Keep Clear lines enforceable	1	0	1	0
Ensure tradespeople can park for free	1	0	1	0
<b>Base</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>7</b>

The most frequent suggestion was to change the suggested timeframe for the parking restrictions

*“Consideration should be given to the least reducing the impact on residents by only having restrictions between certain times e.g. 12:00-14:00 or 14:00-16:00. As in many other towns and cities” (Object)*

*“I would welcome a scheme which allows up to 2 hours Mon-Saturday 9:00am -16:00 for non-residents and a FAIRLY charged permit allowing two cars per household regardless of off road parking.” (Object)*

### 3.3.4 Local area comments

In total there were 26 comments suggesting specific local areas that either should be included or should be excluded. Table 11 shows the comments that were provided. In particular, respondents were concerned about the impact on the allotments in the area with the need to transport heavy items.

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

<b>Other Issues</b>	<b>All respondents</b>
	<b>N</b>
Non-residents with allotments need parking spaces	12
Sion Hill needs RPZ	6
No need for RPZ on Summerhill	5
Parking is bad on The Loop	4
Houses on Primrose Hill have been forgotten	4
Add carpool spaces near Cavendish Rd	1
<b>Base</b>	<b>24</b>

