

# RPZ Consultation Spring 2022 Walcot, Snow Hill, Claremont Road

Bath and North East Somerset Council

July 2022

Quality information

**Prepared by**

Jonathan Warboys  
Senior Technician

**Checked by**

Neil Rogers  
Principal Consultant

**Verified by**

Neil Rogers  
Principal Consultant

**Approved by**

Helen Holm  
Associate Director

Revision History

<b>Revision</b>	<b>Revision date</b>	<b>Details</b>	<b>Authorised Position</b>
-----------------	----------------------	----------------	----------------------------


Distribution List

<b># Hard Copies</b>	<b>PDF Required</b>	<b>Association / Company Name</b>
----------------------	---------------------	-----------------------------------


Prepared for:

Bath and North East Somerset Council

Prepared by:

**Jonathan Warboys**

Senior Technician, Social & Market Research

M +44 (0)7990 074196

[jonathan.warboys@aecom.com](mailto:jonathan.warboys@aecom.com)

AECOM Infrastructure & Environment UK Limited

1 New York Street

Manchester M1 4HD

United Kingdom

T: +44 161 601 1700

[aecom.com](http://aecom.com)

© 2022 AECOM Infrastructure & Environment UK Limited. All Rights Reserved.

This document has been prepared by AECOM Infrastructure & Environment UK Limited ("AECOM") for sole use of our client (the "Client") in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

## 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 **Walcot, Snow Hill and Claremont 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 Riverside Youth Centre on 24 May between 4pm and 8pm. A webinar was also held on 27 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 received via the consultation questionnaire were 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 three 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 Walcot, Snow Hill and Claremont Road area of Bath only.

## 2.4 Response

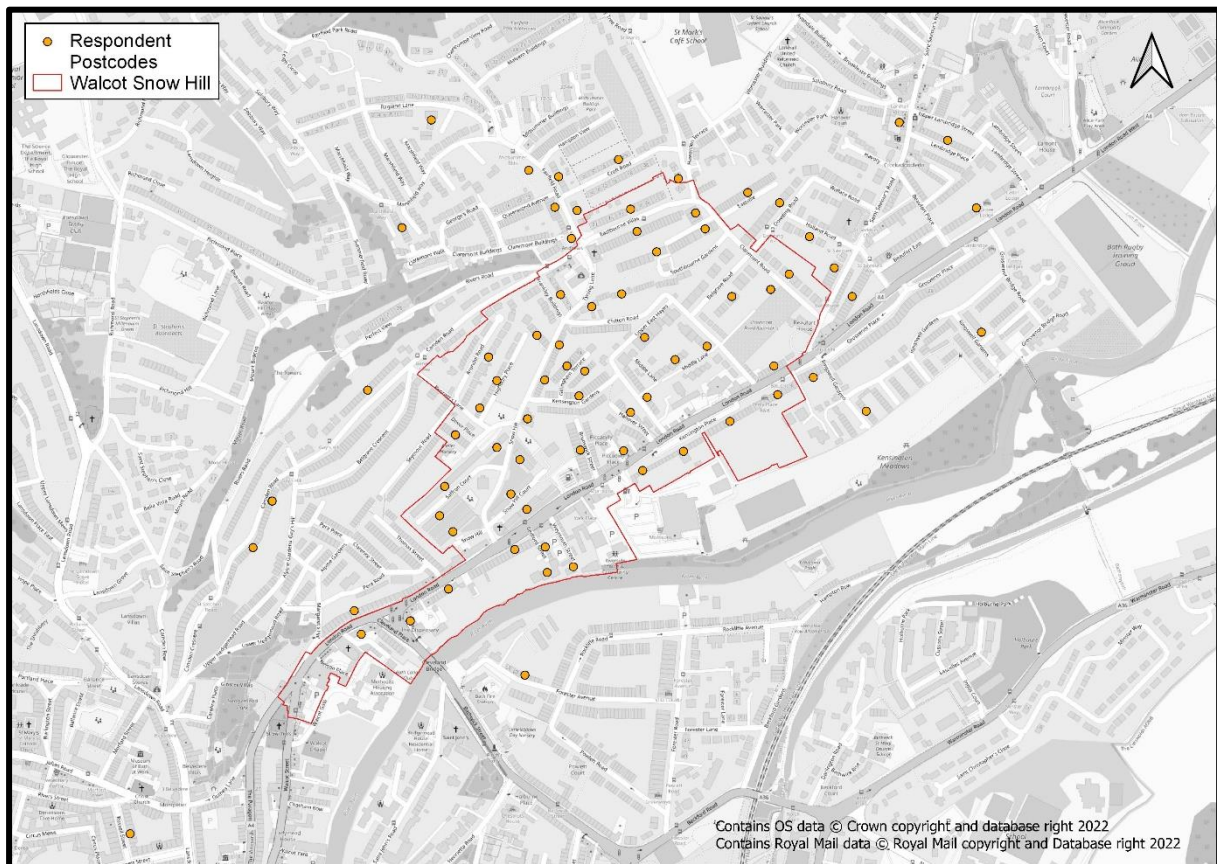
### 2.4.1 Respondent location

In total, there were 287 responses to the proposed Residents' Parking Zone in Walcot, Snow Hill and Claremont Road.

A total of 219 responses were from within the proposed Zone with a further 68 from outside the area.

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

**Figure 2.1: Location of respondents**

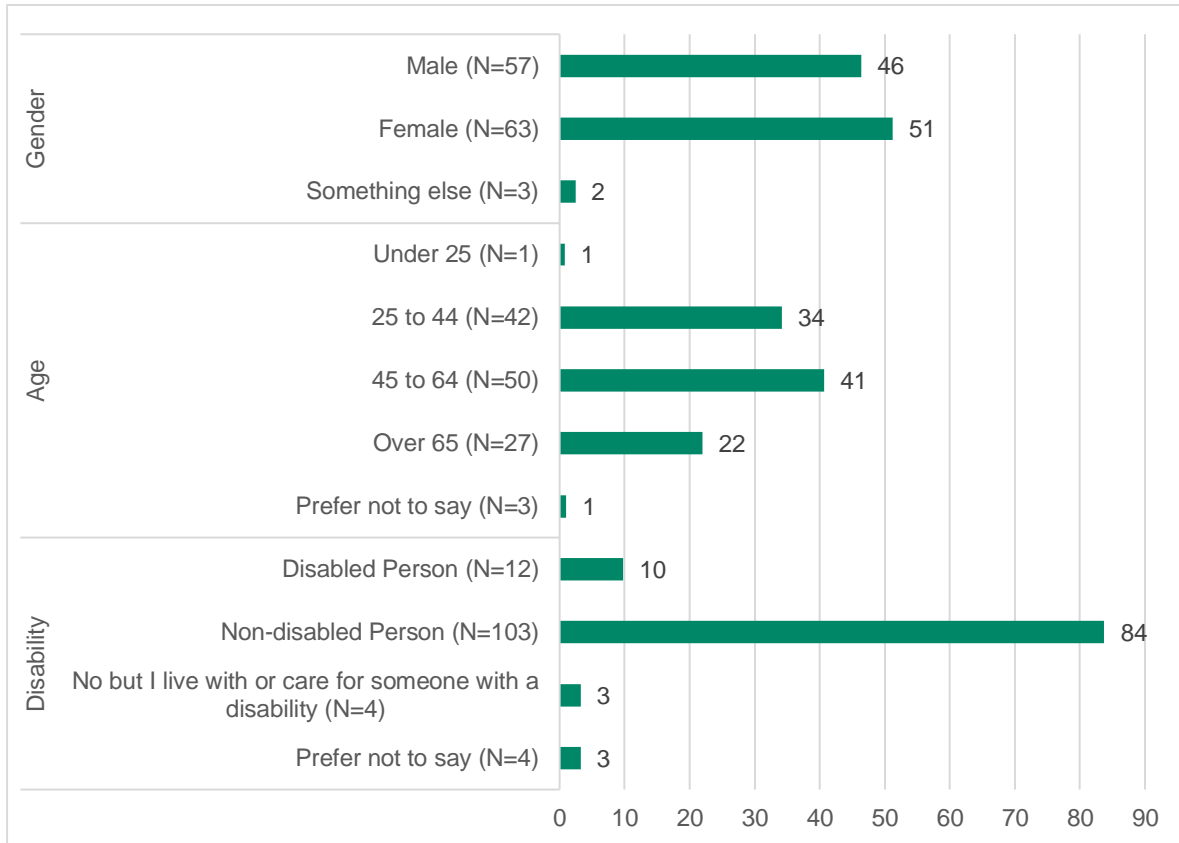


*\*74 unique postcodes visible in map view, 24 unique postcodes located outside of map view*

## 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=123 NB:164 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 under two thirds of respondents live in terraced properties (63%). 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	12	5
Semi-detached house / bungalow	27	12
Terraced (incl. end-terrace) house / bungalow	138	63
Purpose-built block of flats, maisonette or tenement	11	5
Flat, maisonette, or apartment in a converted house, or shared house (including bedsits)	29	13
Flat, maisonette, or apartment in a commercial building	2	1
Caravan, or other mobile or temporary structure	0	0
<b>Base</b>	<b>219</b>	<b>100</b>

Table 2 below shows how many people occupy a house. In total, 65% of houses had up to 2 residents and a fifth (20%) had 4 or more.

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

	Live in Parking Zone	
	N	%
One	48	22
Two	95	43
Three	31	14
Four	33	15
Five or more	12	5
<b>Base</b>	<b>219</b>	<b>100</b>

Respondents were asked if they had access to a garage, Table 3 below shows that 84% stated that they did not. This is similar to the 82% 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	36	16
No	183	84
<b>Base</b>	<b>219</b>	<b>100</b>

Table 4 shows how many off-street parking places respondents' households have. 65% of respondents had no off-street parking places, with only 6% 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	142	65
One	54	25
Two	10	5
Three or more	13	6
<b>Base</b>	<b>219</b>	<b>100</b>

When asked how many vehicles their household has, the vast majority (97%) had at least one vehicle in the household with 6% 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	6	3
One	130	59
Two	69	32
Three or more	14	6
<b>Base</b>	<b>219</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 (47%) of all respondents felt that the current parking provision was fair. Respondents who live inside the Parking Zone were slightly but not significantly more likely to rate the parking provision as bad than those who live outside the Zone (33% in the Zone compared to 26% 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	90	31	72	33	18	26
Fair	136	47	96	44	40	59
Good	61	21	51	23	10	15
<b>Total</b>	<b>287</b>	<b>100</b>	<b>219</b>	<b>100</b>	<b>68</b>	<b>100</b>

#### 3.2 Support of the proposals

Just under a quarter (22%) of respondents support the Residents' Parking Zone with a further 15% saying they partially support, the remaining 63% of respondents object to the proposals. Of those respondents who live within the proposed Zone, nearly a quarter (24%) support the proposals) as shown in Table 7.

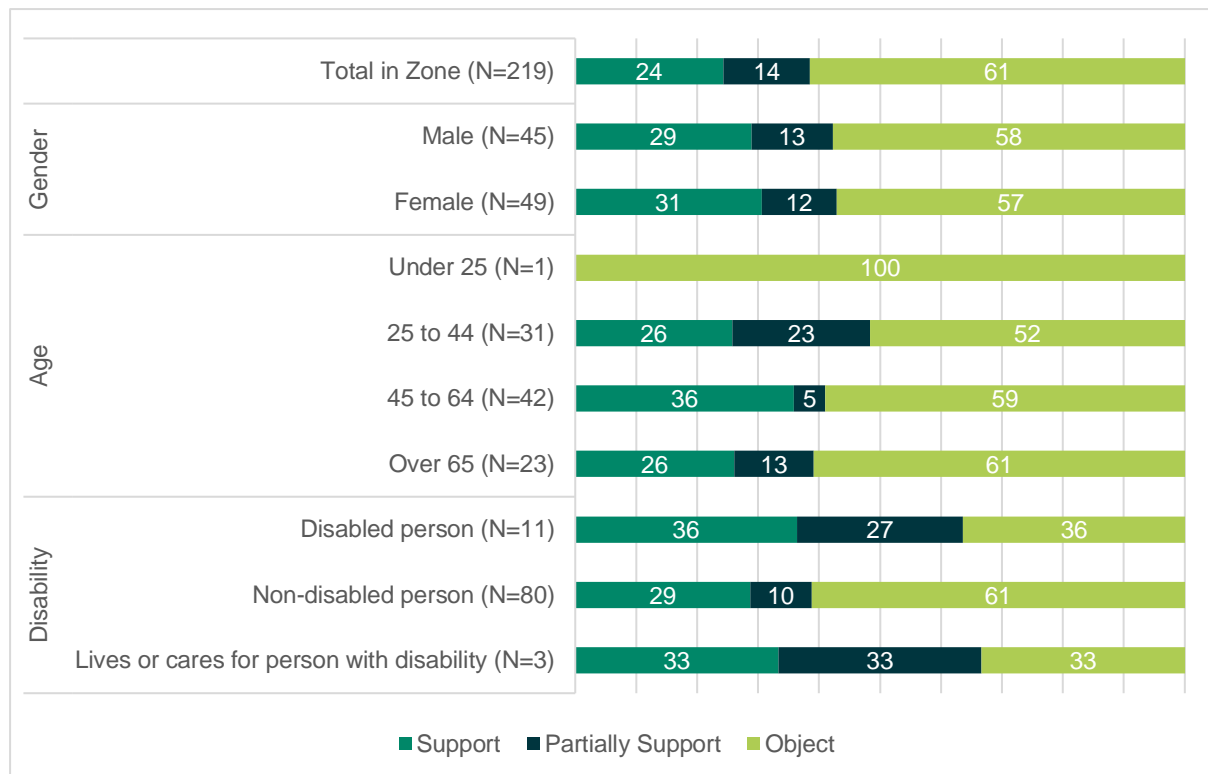
**Table 7: Do you support, partially support, or object to a Residents' Parking Zone, as described in the maps and proposals?**

	All respondents		Live in Parking Zone		Live outside Parking Zone	
	N	%	N	%	N	%
Support	62	22	53	24	9	13
Partially support	43	15	31	14	12	18
Object	181	63	134	61	47	69
No feeling	1	*	1	*	0	0
<b>Total</b>	<b>287</b>	<b>100</b>	<b>219</b>	<b>100</b>	<b>68</b>	<b>100</b>

There were differences in the levels of support shown for the proposals. Almost three quarters (73%) of respondents who rate the current parking provision as bad either supported or partially supported the plans compared to 4% of those who currently feel the current parking provision is 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 Zone and responded to demographic questions (n=219)

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

There were some significant differences in level of support:

- Respondents from within the Zone with dependent children are more likely to be in support than those without (45% compared to 23%); and
- Respondents from inside the Zone with access to a garage are more likely to oppose than those without access (81% compared to 57%).

### 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, 278 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, 207 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>	125	112	13
<i>I don't have any problem parking on street</i>	102	91	11
RPZ unnecessary / Parking always seems to be available	75	65	10
<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>	65	34	31
Council criticism / money making scheme	49	43	6
Cost of living crisis mentioned	30	26	4
The RPZ will reduce the number of parking spaces	28	19	9
Oppose the introduction of RPZ (General)	21	14	7
Will not reduce the number of cars / guarantee a space	15	13	2
<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>	14	0	14
<i>I need to park more cars on street than I can get permits</i>	13	13	0
RPZ doesn't address the issue of evening parking problems	10	10	0
Issues with signage, lines, aesthetics	8	8	0
RPZ would negatively affect elderly / disabled residents	8	7	1
Unfair that newer more expensive cars should pay less	6	6	0
RPZ will devalue property prices in the zone	5	5	0
Directly impacts local businesses in the RPZ	5	1	4
I don't need to park on the street	4	3	1
The proposed RPZ is too large	3	2	1
Unfair on large households with multiple cars	3	3	0
Negative impact on Baths economy	2	1	1
Unfair on visitors	2	2	0
Concern that it wouldn't be managed properly	1	1	0
Concern that ineligible for enough visitor passes	1	0	1
<b>Base</b>	<b>207</b>	<b>152</b>	<b>55</b>

A total of 125 respondents stated they were unhappy about the cost of the permits with 30 commenting on the rising cost of living and the permit adding to that.

*“I am happy with the current situation. I do not have a problem parking. I do not want to pay for what now cost me nothing” (Object)*

*“No issues with parking during day and residents parking won’t apply at night so pointless. I can’t afford another bill to pay for this.” (Object)*

One hundred and two respondents said they did not experience any problems parking and felt that the RPZ was unnecessary. In addition, 65 respondents felt that the introduction of the Zone would simply move the problem to other streets.

*“I am not always able to park exactly outside my house but I am always able to park on the road somewhere and I do not think that permitting is required. I do not think that permitting will change in any meaningful way how close I am able to park to my house. I do not agree with having to pay a significant amount of money for this when it is not a problem - this will only add to the cost of living in Bath which is already high.” (Object)*

*“There is currently no issue of being able to park on our street now or during the last 2 years that I have lived here. If anything there are often spaces available in front of my house and on the street. I could be able to park in front of my drive or nearby without having to pay, not be charged for visitors and others e.g. contractors.” (Object)*

### 3.3.2 Supporting the proposal

Overall, 47 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
RPZ needed / Current parking is bad in the area	32	29	3
The RPZ makes the roads safer for the local community	9	7	2
Support the introduction of RPZ (general)	7	5	2
It will reduce traffic in street	2	1	1
It's difficult to park near house	1	1	0
I don't think commuters who don't live in my area should park here	1	1	0
There will be more orderly parking	1	1	0
Implement RPZ ASAP	1	1	0
Support Larger but fewer RPZ	1	1	0
Will improve life for those with mobility issues	1	0	1
<b>Base</b>	<b>47</b>	<b>39</b>	<b>8</b>

The theme that was most often mentioned with 32 respondents who commented mentioning it, was that they felt current parking is bad in the area and the RPZ was needed to resolve this. 29 of those respondents live in the proposed Zone.

*“Great idea. Please get on with it. Parking here is terrible due to commuters” (Support)*

*“I think this is a great idea and you have my full support. Our road often has non-resident cars parked on it and has non-resident cars driving up and down it looking for free parking.” (Support)*

Whilst 9 respondents felt that the RPZ would make the roads safer for the local community, a further 7 respondents made general comments supporting the proposals without giving any details.

*“Generally, I think this is a good idea to avoid commuters rat running along our road (Eastbourne Avenue) and make the area safer, especially for young children who are just starting to walk to school alone” (Support)*

### 3.3.3 Suggestions for changes to proposals

75 respondents made suggestions for changes to 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**

<b>Support or partially supporting the proposal</b>	<b>All Respondents</b>	<b>Support</b>	<b>Partially Support</b>	<b>Object</b>
	<b>N</b>	<b>N</b>	<b>N</b>	<b>N</b>
Introduce more traffic calming measures in the area	19	5	1	13
Must be easy to get visitor passes*	13	3	2	7
Make the RPZ free for residents	10	0	1	9
Invest in Public Transport first	9	1	0	8
Create a large park and ride instead	7	0	2	5
Concentrate on improving traffic flow	7	1	0	6
Suggested other timeframe for RPZ e.g., 9am-9pm / not weekends	6	1	0	5
Concentrate on enforcing existing regulations	4	1	1	2
More EV charging points needed	4	0	3	1
Improve the condition of the roads first	3	0	0	3
Introduce more cycling parking	2	1	0	1
Look at other schemes e.g. restricting parking at certain times	2	0	0	2
More public parking (car parks) or off-road parking should be created alongside the RPZ	1	0	1	0
Implement a Workplace Parking Levy	1	1	0	0
<b>Base</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>52</b>

\*One respondent had no feeling

The most frequent suggestion was to implement traffic calming measures in the area

*“I’m also highly in favour of any traffic reduction/calming measures as part of the LN scheme as cars speeding past our home narrowly missing or scaping our cars, causing pollution (air and noise) also adds to the stress.” (Partially Support)*

*“The road is way too busy with traffic as it is a rat run. Do something about that. Stop big lorries using it and stop cyclists and e scooters using the pavement” (Object)*

Another common suggestion was to ensure visitor passes are easy to access as well as the suggestion that the RPZ should be free for residents

*“I have a regular visitor that comes by car, so an affordable visitor’s permit would be necessary.” (Support)*

*“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)*

### 3.3.4 Local area comments

In total there were 46 respondents who commented suggesting 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
Don’t include Claremont Road	6
Include Saviours Terrace in RPZ	6
Would adversely affect patients using Fairfield Road surgery	5
Make sure Brunswick Street has parking on both sides of the road	4
Don’t include Chilton Road	3
Don’t include Andrul Road	2
Eastbourne Avenue is busy	2
Claremont Road is busy	2
Include Fairfield park in the RPZ	2
Include Hannover Street in RPZ	2
Include Snow Hill Area in RPZ	2
Include more of Larkhill in RPZ	2
Support the inclusion of London Road	2
Support the inclusion of Kensington Gardens	2
Extend dual use down Bedford	2
Don’t include Snow hill	1
Don’t include Highbury Place	1
Don’t include Eastbourne Ave	1
Don’t include Hannover	1
Include Snow Hill Area in RPZ	1



Other Issues	All respondents
Include Beaufort West in RPZ	1
Include Seymore Road	1
Support the inclusion of London Street	1
Support the inclusion of Cleveland Place	1
Support the inclusion of Brunswick	1
Support the inclusion of Frankley Terrace	1
Support the inclusion of Weymouth Street	1
<b>Base</b>	<b>46</b>

