

RPZ Formal TRO Consultation 2022 - Feedback Report Oldfield Park and Westmoreland Consultation

Bath and North East Somerset Council

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Executive Summary

This report sets out the results of a formal public consultation on a revised plan for a Residents Parking Zone (RPZ) for the Oldfield Park and Westmoreland area.

The formal TRO consultation was held between 9 June and 7 July 2022 and included an in-person events on the 22 June. Detailed information including a map of the zone, the proposed restriction and a survey was [available online](#) and from libraries and one-stop-shops. The results will inform a decision by the council on whether to proceed with the zone. The council will also consider the proposal in relation to how it can help meet its current policies on transport, health and the environment.

RPZs have been proposed by ward councillors on behalf of the community as part of the council's wider [Liveable Neighbourhoods programme](#). The aim is to:

- Discourage parking by non-residents who currently park in the area before heading into the city or nearby places of work,
- Encourage commuters to use public transport, including the city's park and ride facilities, or to walk or cycle their journey.
- Help alleviate parking difficulties for residents where the parking in neighbouring residential areas may already be limited, restricted, or charged-for.
- Offer a benefit of more orderly parking and fewer vehicles driving around looking for parking, resulting in improved road safety, better air quality and less noise and congestion
- Provide a balance of provision for residents and shoppers by providing adequate dual use bays.

Headline results from TRO Consultation

1062 people responded to this consultation, with 777 responding to an earlier public engagement in Autumn 2021.

All those who responded:

- 276 out of the 1062 people responding to the survey wither support or partially support to the proposed RPZ.
- 773 out of the 1062 people responding to the survey object to the proposed RPZ.

Respondents who live in the zone

- 157 out of the 382 people who responded to survey and also live in the zone either support or partially support the proposed RPZ.
- 222 out of the 382 people who responded and also live in the zone object to the proposals

Respondents who live outside the zone

- 112 out of 559 people who responded to the survey but live outside the zone either support or partially support the proposed RPZ.
- 442 out of the 559 people who responded but live outside the zone object to the proposals.

The main reason provided by those who support:

- Support aims of the proposal / easier for residents to park (122 comments – 67 of these comments were from people who live in the zone).

The main reason provided by those who objected:

- RPZ is unnecessary as there are no parking issues currently (83 comments).

1. Introduction

1.1 Background: Overview of the consultation

Bath & North East Somerset Council has received requests to introduce a new Residents' Parking Zone (RPZ) in the Oldfield Park and Westmoreland area of Bath. This RPZ aims to prioritise on-street parking for residents and provide accessible parking near social hubs including pubs, schools, businesses, and local charities. A full summary of the proposal was available online throughout the consultation period at <https://beta.bathnes.gov.uk/oldfield-park-and-westmoreland-residents-parking-zone-rpz>

The proposed RPZ would deter parking by non-residents who use the area to park and commute into the city centre or to other facilities in the neighbouring areas, or where parking may be limited, restricted, or charged for.

1.2 The consultation

Bath and North East Somerset Council held an initial public consultation on its proposal for an RPZ in Autumn 2021 and then a formal TRO consultation on a revised design in June 2022 (taking on board the feedback from this consultation).

The scheme is designed to support the council's policy to improve parking for local residents and support communities to create healthier, safer streets (Low Traffic Neighbourhood Strategy – July 2020 & Residents' Parking Schemes July 2020).

The **initial public consultation** took place between 20 Oct and 18 Nov 2021 and 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 Oldfield Park Baptist Church, from 4pm to 8pm on Tuesday 2 November.

We have published the [feedback from this initial public engagement](#) and in [the project timeline](#) at (See: Initial Public Consultation Results and Decision).

After reviewing the consultation feedback and following discussions with the Oldfield Park and Westmoreland Ward Councillors, amendments to the proposals were suggested to accommodate concerns raised by respondents'.

A follow up consultation (**a formal TRO consultation**) was then held with the public to allow comments on the revised proposals. The consultation ran between 9 June and 7 July 2022.

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;
- Analysis of the closed question;
- Cleaning and analysis of postcode data provided; and
- Mapping of respondent location.

This report provides a summary of the findings of this TRO consultation.

1.3 Revised Parking Zone

The RPZ for Oldfield Park and Westmoreland has not changed in size from the original proposals. However, some amendments were made including.

- Amendments to the location of double yellow lines;
- Amendments to Dual Use 2-hour limited waiting time;
- Addition of permit holders;
- Addition of disabled bays; and
- Amendment of resident parking only

1.4 The questionnaire

Bath and North East Somerset Council designed the questionnaire and hosted it on their consultation web pages. Local residents and businesses were also able to give their views on the proposals using a hard copy 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 asked respondents to state their level of support for the RPZ and an opportunity to explain their position on the proposal.

1.4.1 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 web form or requested paper copies. All hard copies were passed to AECOM for entry directly into the dataset.

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
- 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 Oldfield Park and Westmoreland area of Bath only.

2.4 Response

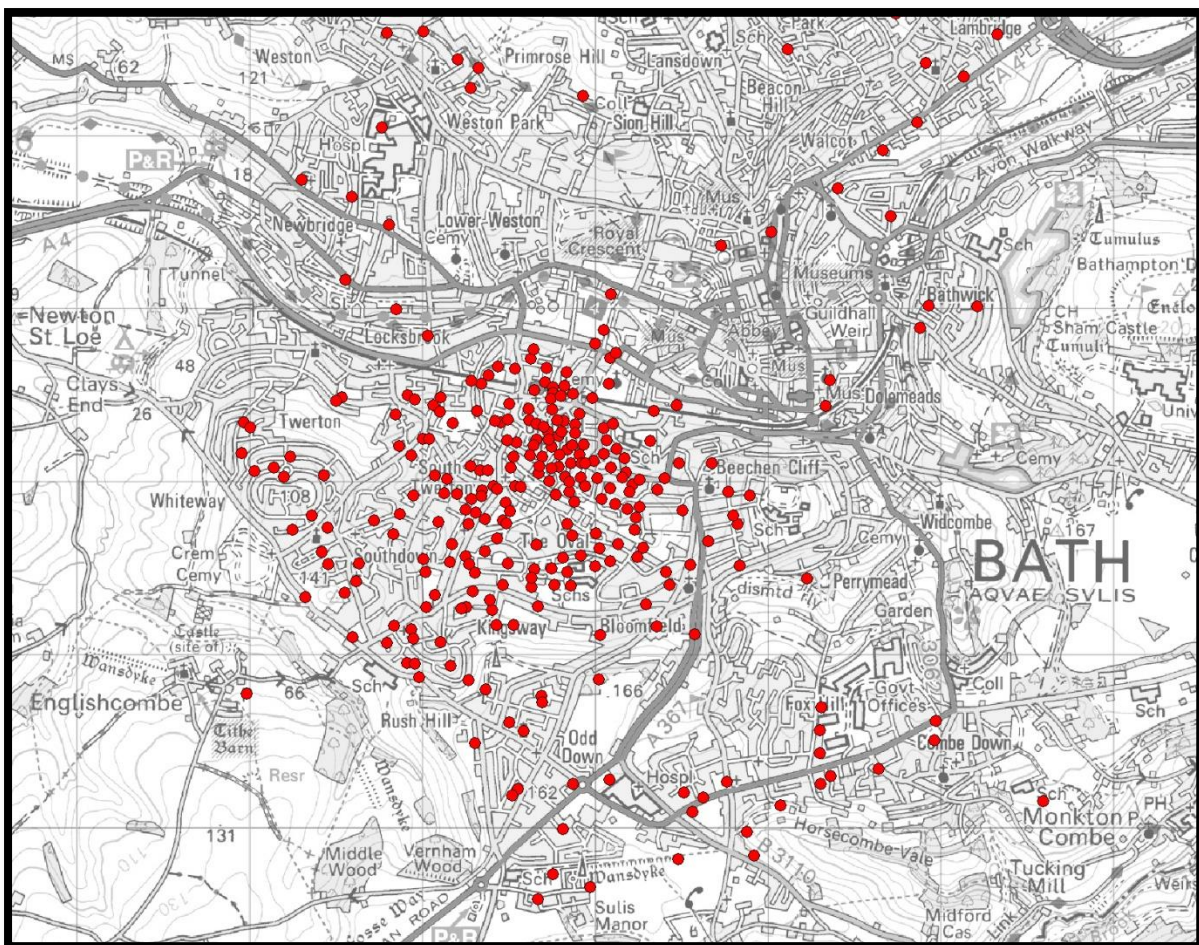
2.4.1 Respondent location

In total, there were 1,062 responses to the consultation. The proposed zone covers the entirety of the Oldfield and Westmoreland Ward.

- 382 responses were from residents located in the Oldfield and Westmoreland Ward;
- 559 responses are from respondents located outside of the Ward; and
- 121 responses were from respondents who did not confirm their postcode; therefore a location could not be determined.

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

Figure 1 Location of respondents



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3. Analysis

3.1 Level of Support

Of the 382 people responding who also live in the zone, 157 people stated that they either support or partially support the revised proposal (41%). 222 people who live in the zone and responded to the survey object to the revised proposal (58%).

Of the 559 people who responded to the survey but live outside the zone, 112 are supportive or partially supportive (20%). 442 people who live outside the zone and responded to the survey object to the revised proposal. (79%). The responses are shown in Table 1 below.

Overall, 276 out of the 1062 people responding to the survey stated that they either support or partially support the revised proposal (26%) and 775 object (73%).

Table 1: Do you support the proposed Traffic Regulation Order for the Oldfield Park and Westmoreland Residents' Parking Zone?

	All respondents		Live in Parking Zone		Live outside Parking Zone	
	N	%	N	%	N	%
Support	170	16%	107	28%	56	10%
Partially support	106	10%	50	13%	56	10%
Object	775	73%	222	58%	442	79%
Did not answer	11	1%	4	1%	6	1%
Total	1062	100	382	100	559	100

Table 2: Do you support, partially support, or object to a Residents Parking Zone, as described in the maps and proposals? Comparing the original and revised proposals

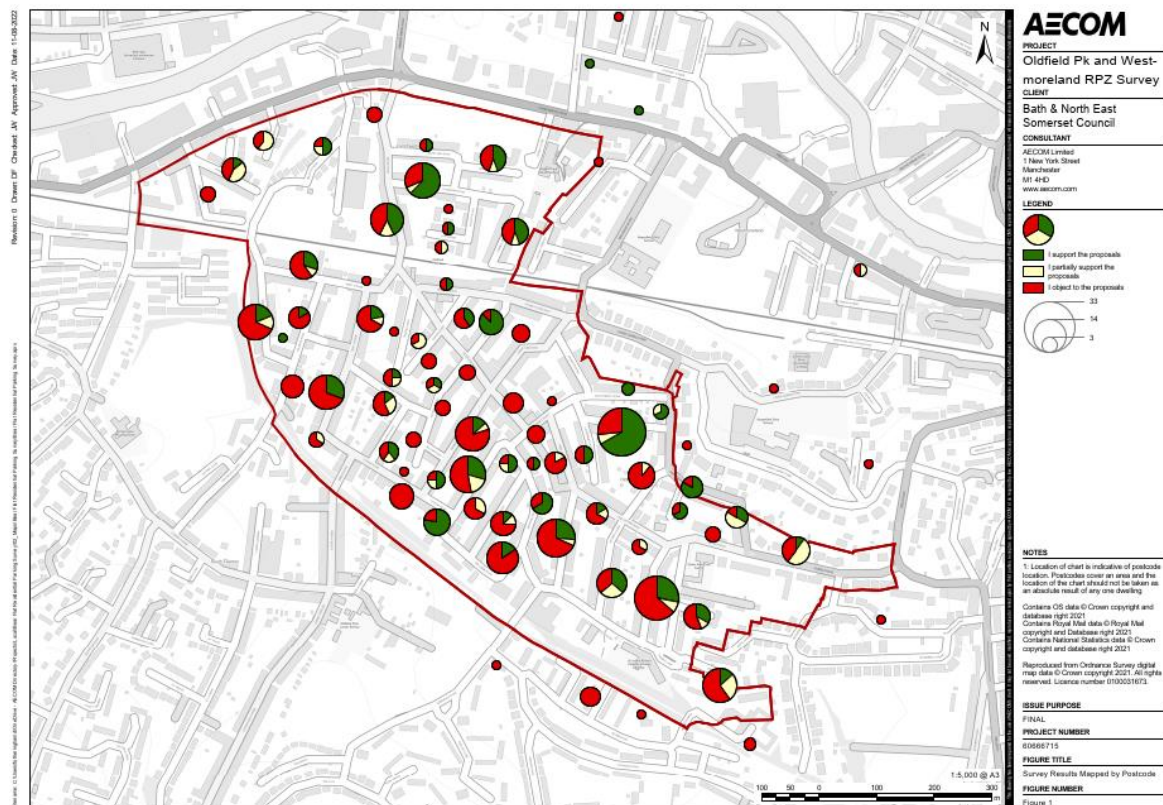
		All respondents		Live in Parking Zone		Live outside Parking Zone	
		N	%	N	%	N	%
Original	Support	260	34%	240	44%	11	8%
	Partially support	121	16%	98	18%	19	14%
	Total	773		549		140	
Revised	Support	170	16%	107	28%	56	10%
	Partially support	106	10%	50	13%	56	10%
	Total	1062	-	382	-	559	-

Indicative comparison:

- 50% of all respondents, and 62% of those who responded and also live in the zone, either supported or partially supported the original plan
- 26% of all respondents, and 41% of those who responded and also live in the zone either support or partially support the revised plan

These two findings cannot be considered a direct comparison as the sample is not representative of the wider population and the profiles of respondents may be different.

Figure 2: Do you support the proposed Traffic Regulation Order for the Oldfield Park and Westmoreland Residents' Parking Zone? (%)



* 90% of respondents gave a valid postcode

3.2 Open ended comments

3.2.1 Objections to the proposal

In total, 735 respondents made a comment objecting to the proposals. The most common issues raised by respondents are shown in Table 3. The majority of these comments came from respondents located outside of the zone.

Table 3: Count of comments objecting the proposals by respondent location

Objecting the proposal	All respondents		Located inside Parking Zone		Located outside Parking Zone	
	Count	%	Count	%	Count	%
Will harm local businesses / ability to work	274	37	73	30	183	42
People cannot afford the extra cost / cost of living increase	165	22	82	34	64	15
Will just move parking issues to other areas/streets	118	16	29	12	81	18
Negatively impacts access / attendance to church / local community	115	16	24	10	86	20
It is a tax / money making scheme	89	12	30	12	52	12
Will be harder / residents not guaranteed to park near their house	68	9	30	12	36	8
Discriminates disabled/elderly	55	7	18	7	33	8

General disagreement	55	7	18	7	29	7
Parking is not a problem	54	7	23	10	23	5
Will reduce social contact / negatively impact visitors for residents	52	7	20	8	28	6
Total number of comments received objecting to the RPZ	735	-	242	-	438	-

*Percentages are of all respondents who provided a comment about objecting to the scheme.

The most common comments (n=274) were objecting to the RPZ due the negative impact on local businesses and services located on Moorland Road and the ability to access work for those that are employed at nearby schools within the proposed RPZ.

For respondents who live inside the Zone, impact on businesses was the second highest number of comments provided as a reason for objecting to the proposed RPZ (n=73), while for respondents living outside the Zone this had the highest number of comments (n=183), double any other reason, believing that the removal of free parking will make it difficult to access the local shops.

“As a business (shop owner) on Moorland Road, I believe that the current proposal would be disastrous. And would severely effect customers visiting my store. A better dual use bay proposal may be kinder to the survival of Moorland Road.” (Object, Inside the Zone)

“This scheme will be the death knell for the bustling shops and community in Moorland Road. This scheme is not needed and is not helpful. It is purely a money-making scheme. I and many others like me try to shop locally and support local businesses; if parking is not readily available and free as it is now then I will stop using the shops - it is as simple as that..... schemes like this in the areas surrounding Bath are making lives for locals much more difficult.” (Object, Outside the Zone)

“There are a number of schools that are in the proposed area. Teachers, office staff travel in to work. I live in a village that has no public transportation at all. I do not come near a park and ride. The school has no staff parking. Therefore, it is likely with this proposal that I will not be able to continue with my job which is discriminatory. I am not alone in being in this situation.” (Object, Outside the Zone)

One hundred and sixty five respondents stated they were unhappy about the extra costs due to the rising cost of living and the permit adding to that. This was the highest reason those who live inside the zone provided (n=82), with a concern about the additional cost of permits.

“This scheme is completely unfair to infrequent car users and will do nothing to alleviate the parking situation which is currently perfectly manageable without the scheme. Also, a lot of people won't be able to afford the annual charge faced with a cost-of-living crisis.” (Object, Inside the Zone)

“Permit costs range from £50 to £400 (in some cases), and with an average cost of £125 The situation is fine as is, why an earth should residents pay this kind of money (on top of VED, fuel duty, IPT etc - amounting to thousands a year already out of already taxed income) - simply to park their cars????” (Object, Inside the Zone)

One hundred and eighteen respondents felt that this RPZ would just move the problem elsewhere to the streets and roads just outside the zone and would not fix the problem, most of these comments (n=81) came from those who live outside the Zone, with concerns from those that live on the boundary of the RPZ.

“Proposed boundary will push occasional car users to use neighbouring streets to park their cars for free for long periods, such as Dartmouth Avenue, Lymore Gardens etc exasperating already difficult parking situation.” (Object, Inside the Zone)

“I live in a street about 50 metres outside of this RPZ boundary where parking is already incredibly difficult. This will make things worse as those without permits are forced out of the permit area. I also object to the way emissions are used in pricing, those with older car which travel fewer miles being unfairly penalised.” (Object, Outside the Zone)

One hundred and fifteen respondents expressed concerns that the RPZ would negatively impact them accessing the St Bartholomew’s Church which also acts a hub for other local community activities as well as other services within the RPZ.

“I go to St Bartholomew’s Church 4 times a week for 2hrs, 3.5hrs and 4hrs. Only one of these sessions would fit into your 3 hour non permitted dual use bay and therefore I would have nowhere to park the rest of the time. This is the same for many of the members of St Bart’s Church. I also give lifts to students and church users in the community, so it doesn’t just affect me. By creating these permit bays you are moving the parking problem to a different area.

St Bart’s serves over 300 people including non-Christians. We serve students, young adults, elderly members, parents including a toddlers dad group and have several children and young people groups. Implementing the permit zone and pay and display bays will be costly and detrimental. Many of the people in the community cannot afford regular parking payments and the difficulty parking will deter individuals from coming to outreach programmes. Furthermore, we have a high percentage of members who have limited mobility (but no disabled blue badges) who will not be able to park near the church and therefore struggle to attend.” (Object, Outside the Zone)

Eighty nine respondents felt that the proposal was a form of tax or money-making scheme whilst n=68 felt that the RPZ would not guarantee residents the ability to park within close proximity of their houses.

“This is a money-making scheme and not to improve the neighbourhood. I live in the central zone currently and parking is no better for having permits. It’s made the area worse and I spent ages driving round looking for a space. This proposal will be exactly the same.” (Object, Outside the Zone)

“Still not guaranteed a space, for a cost. I don’t think this will solve the parking issues for residents.” (Object, Inside the Zone)

“Rather than deal with the problem of overcrowding in Oldfield Park you are charging us to park in our own street where we still may not be able to park due to the overcrowding. So, no benefit to homeowners yet the council gain the funds for this.” (Object, Inside the Zone)

Fifty five respondents who objected to the proposals were concerned that the proposals were discriminating against the elderly and/or disabled who may not be able to avoid the cost of permits. A similar number (n=52) felt that the proposals could reduce social contact.

*“Prevents elderly residents living alone receive adequate visits from their family and support network. No one should have to pay for their family to park at their house”
(Object, Inside the Zone)*

*“We are OAP’s and can’t afford the cost and family members will not want to visit us”
(Object, Inside the Zone)*

3.2.2 Supporting the proposal

Overall, 197 respondents made a supportive comment about the proposals. Table 4 shows the most frequently given comments that would support the business case for the proposal.

Table 4: Count of comments supporting the proposals by respondent location

Support the proposal	All respondents		Located inside Parking Zone		Located outside Parking Zone	
	Count	%	Count	%	Count	%
Broadly support aims of the proposal / easier for residents to park	122	62	67	58	50	68
Help reduce HMO / Student / Commuter / non-resident parking	79	40	48	41	29	40
Proposal will improve air quality / environment	17	9	15	13	2	3
Proposals need to go further / expand area	10	5	2	2	6	8
Will improve safety for all road users	8	4	5	4	3	4
Total number of comments received supporting the RPZ	197	-	116	-	73	-

* Percentages are of all respondents who provided a supporting comment.

One hundred and twenty two respondents mentioned that they felt it was currently difficult for them to park near their house and they felt the proposed RPZ would help resolve this problem. This included residents who live in the Zone (n=67).

“It will ensure easier parking for residents on our streets, where often this is taken up by commuters.” (Support, Inside the Zone)

Two in five (n=79) respondents who supported the proposal commented that the problem of commuters and HMOs parking in the area would be solved if commuters were unable to park in the area and HMOs would not be able to have multiple cars. Respondents felt that people from outside the area caused most of their parking problems by leaving their cars on residential streets and then commuting into Bath city centre.

“Current usage for local roads for commuter parking, and excessive household car ownership. Proposals will allow more easy access to a parking space”. (Support, Inside the Zone)

“The Oldfield Park area has become a nightmare for local residents trying to park their cars. The area is being used by commuters outside of Bath and by large numbers of students in HMOs. The situation results in residents having to drive around the streets to find a parking space which can quite often be 1/2 mile away and long walk back to their property. The situation results in significant increased traffic in the area, extra wear and tear on the roads which already have potholes and ruts in the road where cars have driven in the same narrow track between the parked cars. The increased traffic also results in more pollution and negatively impacts Baths clean air policy.” (Support, Inside the Zone)

“The area has a problem with large numbers of commuter cars, commercial vehicles and multiple car owner HMOs, causing inconsiderate parking. The proposal would help tackle this, reduce traffic and reduce the existing boundary effect of cars being parked long term in the streets just beyond the existing zone by residents of student blocks on the Lower Bristol Road and Western Riverside.” (Support, Inside the Zone)

“Sometimes we are unable to park near our house as we live [by] many student houses. These are 7/8 bed houses so if every student brings a car with them for the term there is not enough space on our street. Being limited to 2 vehicles per household would create more space” (Support, location not provided)

“It is often very difficult to find a parking space in our street or nearby and I’m hoping that if the RPZ is introduced this will change. It will stop commuters from parking all day and hopefully reduce the amount of vehicles parking on the street from HMOs.” (Support, Outside the Zone)

Seventeen respondents felt that it would improve the air quality and environment for the area, with concerns that the number of vehicles travelling around the Zone to find a parking space increases the congestions and pollution.

“We support the Council's efforts to tackle the climate emergency, improve the health of residents, and make the area a nicer and safer place to live by encouraging non-motorised transport options & reducing the dominance of vehicles in residential areas.” (Support, Inside the Zone)

3.2.3 Suggested changes

In the comments provided, respondents also suggested changes to the proposed RPZ which they would like to see included in the proposals or as an alternative to the proposals.

Table 5: Count of comments with suggestions for parking and the proposals

Suggested Changes	All respondents		Located inside Parking Zone		Located outside Parking Zone	
	Count	%	Count	%	Count	%
Tackle HMO / Commuter parking	78	29	29	28	43	28
Improve public transport	39	15	9	9	29	19
Review road markings / layout	38	14	25	24	12	8
Weekdays only	35	13	14	13	20	13
Amend permit operation times	33	12	10	10	20	13
Provide short stay / visitor parking	25	9	9	9	16	11
Encourage Park and Ride	12	4	2	2	10	7
TOTAL	268	-	104	-	151	-

* Percentages are of all respondents who provided a suggestion

As mentioned in the section 3.2.2, some respondents felt that the proposed Zone would alleviate the parking issues caused by houses having multiple cars with students and HMOs cited as examples. However other respondents (n=78) believed there was a need to tackle commuter and HMO parking and these respondents felt that if the council focussed on regulating commuter, HMO and student parking the RPZ would not be required at all.

“Take a drive through the area throughout the Summer months or any holiday period and the issue disappears....because the students have returned to their home addresses!” (Object, Outside the Zone)

“Students shouldn’t have permits available to them. We consistently have our only on street parking taken up by numerous student cars when there is an abundance of public transport for campus and city (as well as being walking distance) as well as Voi scooters which are great.” (Object, Outside the Zone)

There were also 39 comments regarding public transport. Respondents felt there needed to be an improvement in current public transport if the RPZ was to be put into place to discourage non-residents to driving and parking. However, some felt the public transport infrastructure is not good enough.

“I live on the edge of Twerton and Oldfield Park, just outside the proposed residents permit boundary, and I believe this will increase traffic and parking in my immediate local area, were it is already congested and cars drive dangerously. I also think it is ridiculous to change parking when the buses are so unreliable. If you want to decrease the use of cars which I fully support, you need to improve the bus network before you change parking regulations. I know a few people who have started parking in the Oldfield Park area in the last 6 months or so to get into Bath for work as the park & ride is so expensive and unreliable. (Object, Outside the Zone)

Another suggested change (n=38) was to review the road markings and layout, in particular the location of yellow lines, provision of dual bays and relocating parking spaces. The majority of these comments (n=25) came from respondents inside the Zone.

“The dual use parking slots in Triangle Villas and other local roads should be removed as there is insufficient space for local residents’ cars. Permitting visitor car parking will exacerbate this problem.” (Partially Support, Inside the Zone)

Thirty five respondents commented that the RPZ should only be in force Monday to Friday to allow people to undertake leisure activities in the area.

“Seven days a week is unnecessary if the purpose is to prevent train commuters from leaving their cars all day as most would work Monday to Friday. 8am to 6pm is also unnecessary. A shorter period of restriction would prevent commuters from leaving cars for the whole day. Unrestricted parking at a weekend would allow more people to visit local cafes, shops and churches.” (Object, Outside the Zone)

Additionally, the amendment of the days of operation, respondents felt that a review of the permit operation times would be beneficial.

“I am very much in favour of an RPZ. However, I consider it should be in force 24/7, as during term time it is often impossible to park after 5pm due to the number of HMO occupants with cars and people using the takeaways in Moorland Road. The

proposed time allowance for dual use parking bay time is too long, I would recommend 30 minutes. If the limit is 2-3 hours people from outside the area will continue to use our streets to park & stride into town.” (Partially Support, Inside the Zone)

“I don’t disagree with the concept but do disagree with the current blanket hours of operation of the proposal. In particular the detrimental effect that this would have on business in the area. The main problem involves parking by commuters during Monday to Friday. This has become more prevalent as they are pushed further out from the city centre. I feel that a time of operations of Mon to Fri 8am to 6pm will be more than sufficient. I would suggest that this could be reviewed after a given time period to see if any changes were warranted.” (Partially Support, Outside the Zone)

Twenty five respondents felt that more short stay or visitor parking would be beneficial, with 16 of those respondents located outside the Zone making this suggestion to allow access to local businesses.

3.2.4 Criticism of the Council following the first consultation outcome

Some respondents felt the Council had not taken in to account the views from the previous consultation.

“With half of the responses from the original consultation objecting to the original scheme you have failed to listen to what your residents want. There has been no investment in public transport to improve access. There is no way of getting directly to Moorland Road from the Park and Ride without using 2 buses into town or out, or having to walk, which... does not take into account those disabled employees who rely on their car to get to work as the public transport is inadequate.” (Object, Outside the Zone)

“The decision making on the consultation is not fair and reasonable. Decision to proceed to TRO did not have support of residents 50.4% objected. There was only 33.6 supported and 15.6 partially supported. This is not a majority.” (Object, Outside the Zone)

3.2.5 Other Comments

Some comments were made less frequently but nonetheless were raised by respondents. Below is an outline of the type of comments that were given on a less frequent basis.

Table 6: Count of comments showing other comments

Other Comments	All respondents		Located inside Parking Zone		Located outside Parking Zone	
	Count	%	Count	%	Count	%
Residents should park for free/do not support increase	39	5	20	8	15	3
Unfair on poorer residents	34	5	13	5	20	5
Not needed / unnecessary	28	4	13	5	13	3
Hard for multi car households	28	4	12	5	11	3
Proposals are unfair on students	25	3	13	5	11	3
Ban students from having cars	20	3	6	2	12	3
Insufficient parking for residents	15	2	7	3	8	2
Emissions based charging is unfair	18	2	10	4	8	2

Proposed changes will have no impact to air quality	9	1	3	1	6	1
Encourage active travel	8	3	5	5	3	2
Diesel owners being treated unfairly	8	1	2	1	5	1
Need to invest in electric charging points	7	3	3	3	3	2
Oppose digital only format	6	1	2	1	4	1
Active travel isn't practical	6	1	2	1	3	1
More visitor passes are needed / object to price rise	5	1	0	0	5	1
All residents should get one free permit (even those without vehicles)	3	1	1	1	2	1
Proposals have additional environmental impacts	3	0	2	1	0	0
How will income from fines be spent	2	1	1	1	1	1
Sundays should remain free	1	0	1	1	0	0
Keep locals discount	1	0	1	0	0	0
Do not support hotel parking changes	1	0	0	0	1	0

* Percentages are of all respondents who provided a comment.

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