

RPZ Formal TRO Consultation 2022 Feedback Report - Chelsea Road, Foxcombe Road

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) in the Chelsea Road area.

The consultation was held between 22 September and 20 October 2022 and included an in-person event on 11th October. Detailed information including a map of the zone, the proposed restriction and a survey was available at www.bathnes.gov.uk/rpztoconsultations 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.

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

- Discourage parking by non-residents who 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.

Headline results

145 people responded to this consultation, with 338 responding to an earlier public engagement in June.

All those who responded:

- 62 out of the 145 people responding to the survey either support or partially support the revised proposal for an RPZ.
- 83 out of 145 people responding to the survey object to the revised proposal.

Respondents who live in the zone

- 47 out of 85 people responding to the survey who also live in the zone either support or partially support the revised proposal for an RPZ.
- 38 out of 85 people responding to the survey and who also live in the zone object to the revised proposal.

Respondents who live outside the zone

- 12 out of 53 people responding to the survey who live outside the zone either support or partially support the revised proposal for an RPZ.
- 41 out of 53 people responding to the survey who live outside the zone object to the revised proposal.

The main reason provided by those who support:

- Parking is currently bad in the area (29 comments of which 23 live in the zone).

The main reason provided by those who objected:

- Parking permits are an additional expense/ too expensive (39 comments - 30 of these are from people who live in the zone)

1. Introduction

1.1 Background: Overview of the consultation

Bath & North East Somerset Council has received requests to implement a new Residents' Parking Zone (RPZ) within the Chelsea Road, Foxcombe Road 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 proposals was available online throughout the consultation period at www.bathnes.gov.uk/rpztroconsultations

The introduction of an RPZ will deter parking by non-residents who use the area to park and then walk 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 spring 2022 and then a formal TRO consultation on a revised design in October 2022 (taking on board comments from the earlier consultation).

The scheme is designed to support the council's policies to improve the parking situation 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 5 May and 2 June 2022 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 Weston Methodist Church on 17 May between 4pm and 8pm. A webinar was also held on 13 May at 12pm.

We have published the feedback from the consultation in the [project timeline](#) (See: Initial Public Consultation Results and Decision).

After reviewing the feedback and following discussions with the Newbridge Ward Councillors, amendments to the proposals were suggested to accommodate concerns raised by respondents.

Full details of these amendments can be found [here](#).

A follow-up consultation (a formal TRO consultation) was then held to allow residents and local businesses to comment on the revised proposals. The consultation ran between 22 September and 20 October 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;
- Quantitative analysis of the closed question and demographic questions;
- Cleaning and analysis of location data provided.

This report details those findings.

1.3 Revised Parking Zone

Some amendments were made to the original proposal for a Chelsea Road RPZ, however the zone size has stayed the same as the original proposals. **Figure 1.1** below shows the Zone. Amendments (in full), which included additional dual-use bays, can be reviewed [here](#).

Figure 1.1: Proposed Zone



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 printed 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 and requested printed copies of the survey. 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 Chelsea Road, Foxcombe Road area of Bath only.

2.4 Response

2.4.1 Respondent location

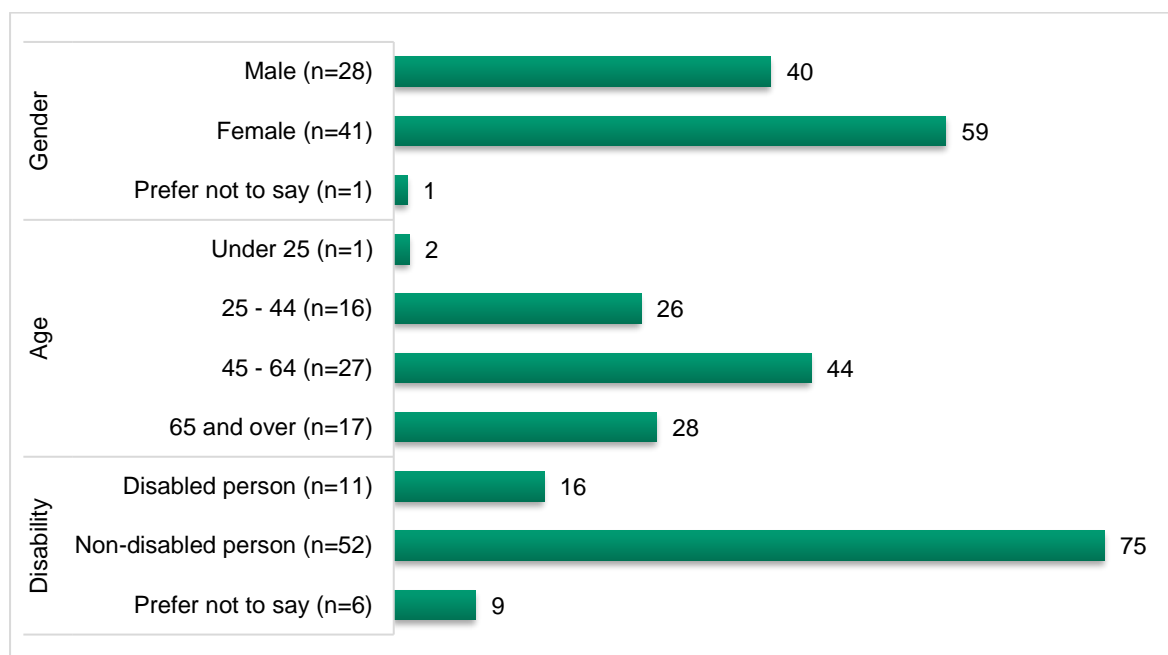
In total, there were 145 responses to the proposed Residents Parking Zone. 141 of these came through the online questionnaire with 4 replying by letter or email.

85 responses were from within the proposed zone with a further 53 from outside the area. Seven respondents did not state their location.

2.4.2 Respondent Profile

Figure 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=70 (Gender) n=69 (Disability) n=61 (Age) NB:75 did not give any demographic information

3. Analysis of Proposals

3.1 Level of support for the proposals

62 out of all 145 people who responded to the survey either support or partially support the revised proposal for an RPZ (43%). 83 out of all 145 people who responded to the survey object to it (57%).

Out of the 85 people who responded to the survey and live in the zone, 47 support or partially support the revised proposal (55%) and 38 object to it (45%).

Out of the 53 people who responded to the survey but do not live in the zone, 12 support or partially support the revised proposal (23%) and 41 object to it (77%).

Table 1: 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	40	28	32	38	6	11
Partially support	22	15	15	18	6	11
Object	83	57	38	45	41	77
Total	145	100	85	100	53	100

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

		All respondents		Live in Parking Zone		Live outside Parking Zone	
		N	%	N	%	N	%
Original	Support	65	19	50	43	15	7
	Partially support	40	12	12	10	28	13
	Total	338	-	116	-	222	-
Revised	Support	40	28	32	38	6	11
	Partially support	22	15	15	18	6	11
	Total	145	-	85	-	53	-

Indicative comparison:

- 31% of all respondents and 53% of those living in the zone supported or partially supported the original plan
- 43% of all respondents and 56% of those living in the zone 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.

3.2 Open-ended comments

3.2.1 Objections to the proposal

Overall, 103 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 3**. 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 3: 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
Permits are an additional expense/ too expensive	39	30	8
Directly impacts local businesses/ amenities in the RPZ	32	19	13
Introducing RPZs will move the problem to other streets	31	7	22
RPZs are unnecessary/ there are no current parking issues	20	13	6
Concern the RPZs will not be managed properly	13	10	2
RPZs will not reduce the number of cars/ guarantee a space	12	9	3
RPZs are unfair on visitors	10	2	8
RPZs will reduce the number of parking spaces	10	7	3
Cost of living crisis mentioned	10	6	4
Unfair on large households with multiple cars	8	8	0
Overwhelmingly negative response to previous consultation, undemocratic proposal	7	3	4
RPZ would negatively affect elderly/ disabled residents	7	1	6
Unfair that cost of permit based on emissions	6	5	1
Issues with signage, lines, aesthetics	6	6	0
Will cause residents/ businesses to move out of the area/ make it less desirable	4	1	3
Council criticism/ money making scheme	4	3	1
Unable/ not always possible to use active transport/ public transport	3	2	1
Scheme doesn't include enough short-stay parking	3	3	0
RPZ doesn't address the issue of evening parking problems	2	2	0
Encourages less private car usage/ better for the environment	2	0	2
Unfair on those who suffer with ill health/ mobility	2	0	2
Scheme doesn't help the environment	1	0	1
Too short notice	1	0	1
The proposed RPZ is too large	1	1	0
Base	103	55	44

Thirty-nine respondents (thirty from those who live in the zone) said that permits were an additional expense or too expensive. In addition, ten respondents mentioned the cost-of-living crisis, and eight respondents (all of whom live within the zone) stated that the permits were unfair on households with more than one vehicle.

“In general I regard the Residents parking fee as taxation and I am taxed enough already. And in the present crisis things are going to get worse. To pay for a parking space with no guarantee I’ll get one means I could end up paying for nothing.” (Object)

“Cost to households, larger families with 2 or more vehicles will be disadvantaged with no thought to the impact on them. Residence picking up the cost which is totally unfair especially when this impacts their ability to pay utility bills and feed the family.” (Object)

“Cost as this will be unaffordable for my household placing me under undue stress and financial pressure. I pay enough to the council and limiting to permits will affect me as we have more than 1 vehicle in the house.” (Object)

32 respondents (19 within the zone) stated that the introduction of an RPZ will directly impact local businesses and amenities.

“I am worried about the detrimental effect parking limits will have for the shops on Chelsea road - they are all in desperate need of support - and we don’t want yet another decimated high street.” (Object)

“We need at least 4 hours parking and permit parking equally. We are very worried about all of the businesses. With the bills going up we don’t need customers being even more put off coming to the street.” (Object)

A total of 31 respondents (22 from those who live outside the zone) stated that the introduction of RPZs will push parking issues into other areas.

“These zones just push the problem into the next street/area.” (Object)

“As before: need to include our road (Shaftesbury Avenue) in the proposals to prevent huge spill over of cars parking for work or hospital onto our tiny road.” (Object)

“We understand the need for permits in the area but are concerned about the knock-on effect this will have on our road (Ashley Avenue). We already see a lot of cars parking on our road in order to avoid parking in town. Some cars are there for even longer stints when parking to use the train from Oldfield Park. Essentially, parking is already difficult on our road and we feel permitting nearby will only spread the problem into surrounding areas.” (Partially support)

3.2.2 Supporting the proposal

Overall, 58 respondents gave a comment in support of the proposal. The most common reasons for support mentioned by respondents are shown in **Table 4**. However, some respondents who gave these comments object to the proposals.

Table 4: 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
Support RPZ as current parking is bad in area	29	23	5
RPZ doesn't extend far enough	14	0	13
RPZ improves parking for residents	11	9	2
Parking issues caused by commuters	10	5	5
RPZ will improve traffic flow in area	10	6	4
The RPZ makes the roads safer/ less damage to local cars	8	8	0
If other zones go ahead, this area needs including too	5	0	5
General support for RPZ	4	4	0
Supports active travel	4	1	2
RPZ results in cleaner air	3	3	0
Area currently used by airport users	3	3	0
Support new inclusions/ amendments to the RPZ	2	1	1
Safer for pedestrians	2	2	0
Will improve life for those with mobility issues	2	2	0
Encourages less private car usage / better for the environment	2	0	2
Helps improve emergency/ delivery vehicles access the zone	1	1	0
The council have done well	1	1	0
Base	58	37	19

The theme that was mentioned most often (n=29 with n=23 living in the zone) was that respondents supported the RPZ due to current parking issues in the area. Fourteen respondents (of which 13 live outside the zone) claim the revised RPZ doesn't extend far enough.

"I support the proposals because as a resident it is incredibly frustrating to not be able to park - I don't even care about parking outside my house - I'd settle for being able to park on the same street." (Support)

"I support the introduction of the resident permits for the existing streets in the proposal, but I would like to see the scheme extended to include Ashley Avenue. The street is already very congested with commuters & visitors to the Chelsea Rd shops. The restrictions will add to this pressure." (Partially support)

There were eleven comments saying that the RPZ will improve residents parking, and ten comments (five from inside the zone, five from outside the zone) claiming that parking issues were caused by commuters.

“Agree with the residents parking scheme so that residents on Foxcombe Rd and neighbouring roads have better access to park near their homes, with a shorter time slot for visitors to Chelsea Rd”. (Support)

“It is increasingly difficult for residents and shoppers using Chelsea Road to park in these roads (as well as Ashley Avenue, Station Road and Locksbrook Road) due to commuters using it as a free parking area.” (Support)

Ten respondents also said that introducing the RPZ would improve traffic flow in the area.

“An RPZ would discourage others to drive to the area to park, which in turn will decrease congestion.” (Support)

“I live in the area and find it very difficult to park during the week. Many people park illegally on Chelsea road and park road which causes a lot on congestion and is dangerous.” (Support)

3.2.3 Suggestions for changes to proposals

A total of 49 respondents made suggestions for improving the proposal which they felt would encourage support. These are shown in **Table 5**.

Table 5: Count of comments making suggestions about the proposals

Support or partially supporting the proposal	All Respondents	Support	Partially Support	Object
	N	N	N	N
Parking issues caused by hospital staff / patients	15	2	1	12
Suggested other timeframe for RPZ e.g. 9am-9pm / not weekends	13	0	5	8
Parking bays must be for a longer period/ it is confusing that the times fluctuate	11	4	1	6
Ensure tradespeople can park for free	7	0	0	7
Improve hospital parking	7	0	0	7
Improve public transport	6	0	0	6
More public parking (car parks) or off-road parking should be created alongside the RPZ	3	0	0	3
Council to look at existing disabled bays e.g. whether they are still needed, relocation	3	0	0	3
More EV charging points needed	2	0	0	2
Make the RPZ free for residents	2	0	0	2
Increase disabled parking spaces	2	0	0	2
Permits should be displayed	2	0	2	0
More dual use spaces	1	0	0	1
Create a large park and ride instead of/ as well as	1	0	0	1
Concentrate on improving traffic flow to lower pollution	1	0	0	1
Introduce more traffic calming measures in the area	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
Encourage more sustainable transport instead	1	0	1	0
Permits should be more affordable/ discounts for less well-off	1	0	0	1
Base	49	8	10	31

The most frequent suggestion was that parking issues are caused by hospital staff and/or patients (n=15). Therefore, if this is tackled there is likely to be greater support for the RPZ.

“Newbridge Road is already clogged with commuter cars, RUH staff/visitor cars etc. This will make it impossible for us to have visitors, deliveries, trades etc.” (Object)

“I have no issue with resident parking permits around Chelsea Road if our road is also included otherwise all visitors to Chelsea Rd, the hospital, hospital staff and those wishing to get the bus into town will be piling into our little cul de sac where parking is already an issue for residents for the above reasons.” (Partial support)

Thirteen respondents suggested different timeframes for the RPZ.

“There is no need for permits on a Sunday and I would suggest that the scheme runs excluding Sundays to allow residents to have guests over at the weekend without penalty.” (Partially support)

“If we are to have restrictions they should all be the same 2/3hrs throughout the connecting streets as we are all expected to pay the same.” (Object)

“It seems illogical to limit any parking in Chelsea Road to 1 hour while giving 2 or 3 hour bays in the Park Road/Warwick Road/Kennington Road loop as this will probably lead to constant circling by drivers so adding to pollution. (Also it seems likely that these bays will be taken by people from outside the area so residents will be paying large amounts to park with little gain).” (Partially support)

3.2.4 Local area comments

In total there were 68 comments on the specific local area of Chelsea Road and Foxcombe Road. Some support the RPZ, some object and there are also some suggestions. **Table 6** shows the comments that were provided.

Table 6: Count of comments showing other issues

Other Issues	All respondents
	N
The RPZ is a good compromise for residents, businesses, non-residents	16
There is often illegal parking on Chelsea Road and Park Road	12
Dual use spaces are not good for residents/ need to be spread out more evenly	10
Include Shaftesbury Avenue	10
Parking on Chelsea Road for businesses and customers needs to remain	9
RPZ favours traders and shoppers over residents	9
The proposed double yellow lines will remove functioning parking spaces	8
Currently very hard to park on Park Road	4
Make Chelsea road more accessible for pedestrians	3
Proposal needs to add a proper loading bay for delivery vehicles on Chelsea Road	2
Parking along Newbridge is difficult	2
Businesses should be able to buy permits	1
Only non-resident spaces should be limited to Chelsea Road, Park and Kennington Road	1
Base	68

The most frequent comment made was in support of the RPZ on Chelsea Road and Foxcombe Road, saying that it was a good compromise for residents, businesses and non-residents.

“Looks a fair and well thought out balance between the needs of the residents and the needs of the local shops.” (Support)

“I strongly approve of allowing parking for both locals and shoppers along with preventing people using these streets as a car park and cars being left for weeks at a time. I run [a business] on Chelsea Road and we need two cars to conduct appointments, without the ability to do so the business will be unable to function, I therefore respectfully ask that business that need access to vehicles are given the opportunity to buy permits.” (Partially support)

Respondents also flagged that there is often illegal parking on Chelsea Road and Park Road (n=12).

“I am aware that the parking regulations in Chelsea Road are very rarely enforced. I have lived here for over 30 years and almost never see the parking enforcement officers or police despite there being almost constant illegal parking and driving on the pavement.” (Partially support)

Respondents also commented that dual use bays are not good for residents (n=10) and that Shaftesbury Avenue needs to be included (n=10).

“The current proposal is WORSE for residents than the original proposal because there are no dedicated parking spaces for members of the scheme. So, although we have to pay for membership of the scheme we will have more limited parking than would have been the case under the original proposal.” (Partially support)

“I would like to object to the Hungerford and Chelsea road parking permit changes. I live on Shaftesbury Avenue and regularly see RUH workers and people who walk to town parking on our street. Under the current proposals, our street (along with Ashley avenue & Station Road) will become parking hotspot, flanked either side by permit zones. We already have a parking problem that can mean families with young children having to cross the busy and dangerous A4 to reach their cars. I object to the current proposals unless Shaftesbury Avenue is included in the permit zone proposal.” (Object)

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