

RPZ Formal TRO Consultation 2022 Feedback Report - Entry Hill

Bath and North East Somerset Council

November 2022

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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 Entry Hill area.

The consultation was held between 22 September and 20 October 2022 and included an in-person event on 5th 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 may 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.

Headline results

84 people responded to this consultation, with 184 responding to an earlier public engagement in June.

All those who responded:

- 60 out of the 84 people responding to the survey either support or partially support the proposed RPZ
- 24 out of the 84 people responding to the survey object to the proposals.

Respondents who live in the zone

- 36 out of the 44 people responding to the survey who live in the zone support or partially support the proposals.
- 8 out of the 44 people responding to the survey who live in the zone object to the proposals

Respondents who live outside the zone

- 22 out of the 37 people responding to the survey who live outside the zone support or partially support the proposed RPZ.
- 15 out of the 37 people responding to the survey who live outside the zone object to the proposals.

The main reason provided by those who support:

- Parking is currently bad in the area (39 comments of which 25 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 (11 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) within the area of Entry Hill, 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 the new 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 to 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 an in-person consultation event was held at St Luke's Church on 25 May between 4pm and 8pm. A webinar was also held on 30 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 received from the consultation exercise and following discussions with the Widcombe & Lyncombe 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 with the public to allow comments 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

As part of the changes to the Entry Hill RPZ, the area was made considerably smaller from the original proposals. **Figure 1.1** below shows the original Zone and **Figure 1.2** the revised Zone for comparison.

Figure 1.1: Original Proposed Zone

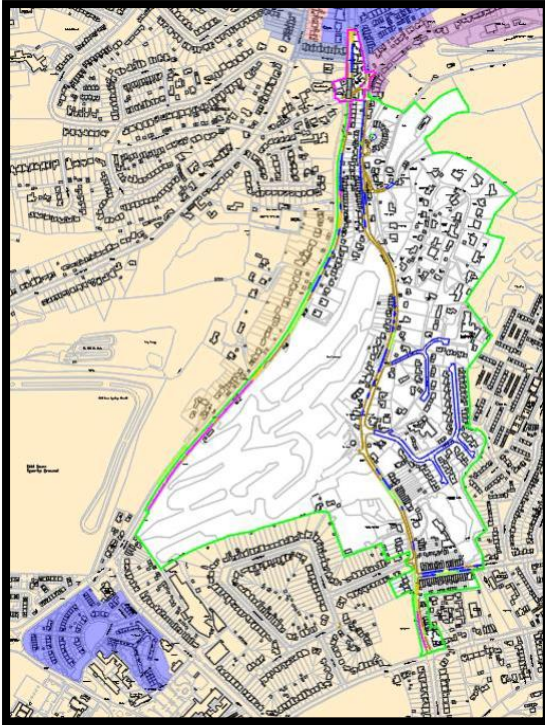
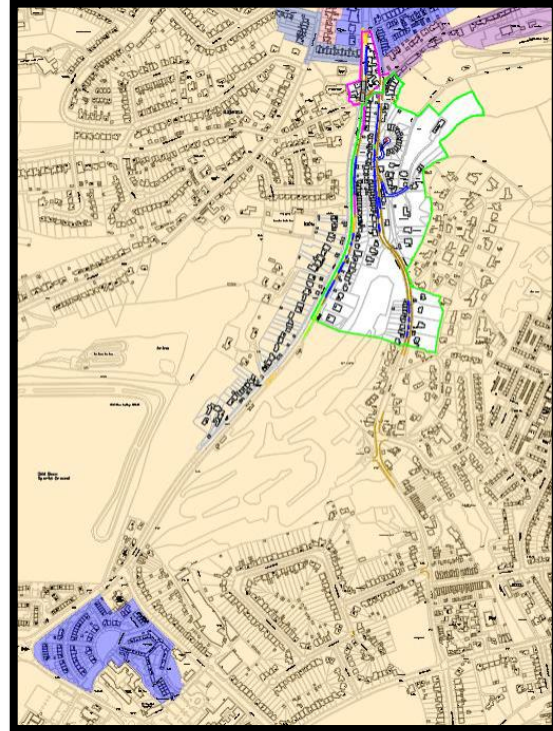


Figure 1.2: New Proposed Zone



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 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 Entry Hill area of Bath only.

2.4 Response

2.4.1 Respondent location

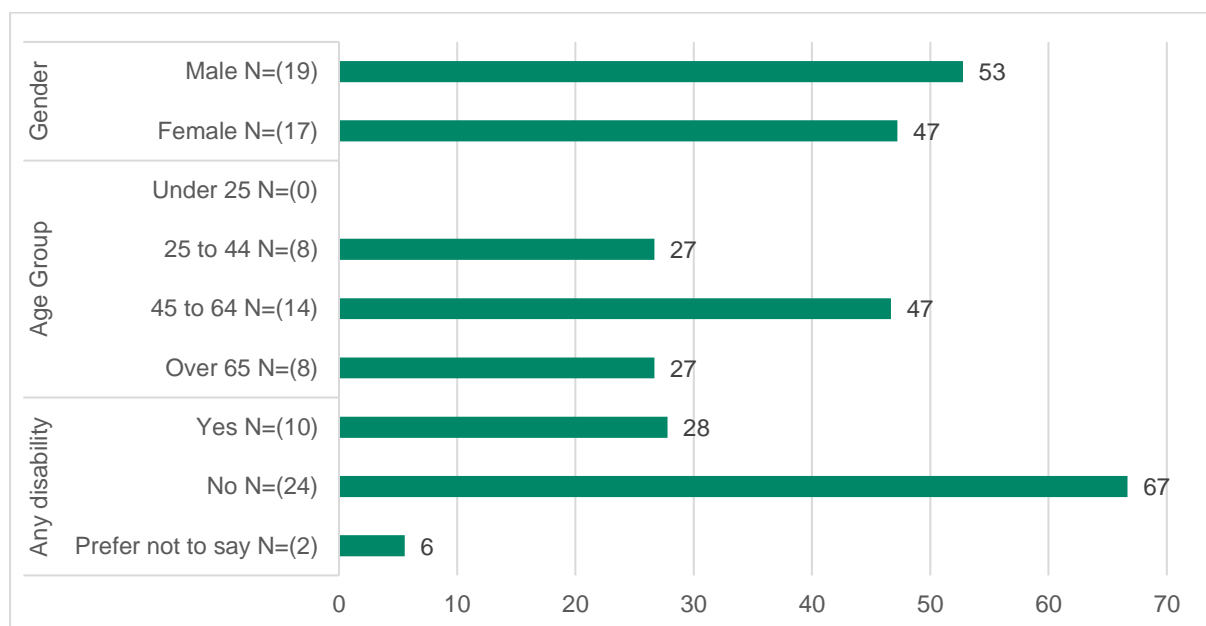
In total, there were 84 responses to the proposed Residents Parking Zone. All of these came through the online questionnaire.

44 responses were from within the proposed zone with a further 37 from outside the area, three 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=36 (Gender and disability), n=30 (Age) NB:52 did not give any information therefore data should be treated with caution

3. Analysis of Proposals

3.1 Level of support for the proposals

Almost three quarters (71%) of all respondents' support or partially support the revised proposals for the Residents Parking Zone with just under a third (29%) opposing them. 73% of those responding to the survey who live in the zone support the proposals outright and a further 9% partially support it.

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	49	58	32	73	15	41
Partially support	11	13	4	9	7	19
Object	24	29	8	18	15	41
Total	84	100	44	100	37	100

*Base sizes are less than 100 therefore data should be treated with caution

As seen in **Table 2** below, the proportion of people who support or partially support the proposals has increased from 39% for the original proposal to 71% for the revised, smaller area. The respondent location proportion has therefore changed and must be accounted for when making comparisons between the original and revised data.

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	40	22	34	25	6	13
	Partially support	32	17	25	18	7	15
	Base	185	-	138	-	47	-
Revised	Support	49	58	32	73	15	41
	Partially support	11	13	4	9	7	19
	Base	84	-	44	-	37	-

Note: Original data has been re-run using postcodes within the revised Zone

*Base sizes are less than 100 therefore data should be treated with caution

Indicative comparison:

- 39% of all respondents and 43% of those living in the zone supported or partially supported the original plan
- 71% of all respondents and 82% of those living in the zone support or partially support the revised plan

These two findings cannot be considered a direct comparison as the zone boundary was altered between the two sets of engagement.

3.2 Open ended comments

3.2.1 Objections to the proposal

Overall, 30 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
RPZ is unnecessary / there are no current parking issues	11	5	6
Introduction of RPZ would just move problem to other streets	6	0	6
Permits are an additional expense / too expensive	6	2	4
Council criticism / money making scheme	5	1	4
Cost of living crisis mentioned	5	3	2
Overwhelming negative response to previous consultation, undemocratic proposal	5	2	3
The proposed bike park will cause issues not residents	3	1	2
Don't support the new boundary / changes to the RPZ	3	2	1
Oppose the introduction of RPZ (General)	2	0	2
RPZ will not reduce the number of cars / guarantee a space	2	1	1
Issues with signage, lines, aesthetics	2	1	1
Unable to use active transport / public transport	2	1	1
Directly impacts local businesses / amenities in the RPZ	2	0	2
Scheme is a waste of council money	1	0	1
Scheme doesn't include enough short-stay parking	1	0	1
Unfair on visitors	1	0	1
Concerns plans block driveway	1	1	0
Base	30	11	19

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

“Most of residents have their own driveway or garage. Car parks fares are an extortion Hundreds of parking spaces are available all the time because fees are extremely high! Allocated car park spaces (i.e. Charlottes Street) to businesses companies will help to decongest parking on streets” (Object)

“There is no problem with parking here, so this seems like we're being punished for living in such a pleasant area. I can only assume that it's something to do with the unpopular new bike park” (Object)

A total of 6 respondents stated they were unhappy about the cost of the permits with 5 commenting on the rising cost of living.

"We live near Longthorne Place and have no current parking issues. Charging over £200 for two cars in a family of four for what we do for free now seems crazy. You are adding to the cost of living crisis." (Object)

"I don't want permit parking as this is only another bill to pay on top of many other bills." (Object)

3.2.2 Supporting the proposal

Overall, 57 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 the RPZ as current parking is bad in the area	39	25	13
Parking issues are caused by commuters	13	10	2
Support new inclusions / amendments to the RPZ	8	4	4
RPZ improves parking for residents	7	7	0
The RPZ makes the roads safer / less damage to local cars	6	3	3
Improves traffic flow in area	6	4	2
Support the introduction of RPZ (general)	5	4	1
Supports active travel	3	0	2
Encourages less private car usage / better for the environment	3	1	2
RPZ results in cleaner air	2	0	1
If other zones go ahead, this area needs including too	2	0	2
RPZ doesn't extend far enough	1	0	1
Base	57	35	20

The theme that was mentioned most often with 39 respondents, of whom 25 live in the area, was that current parking is bad in the area with seven respondents saying it will improve parking for residents.

"Wellsway is being used as a park and ride by people, including bus company employees, who park here and catch the bus into town. It is used as a car park when Bath rugby are playing at home." (Support)

"I am a resident of Lower Entry Hill, parking opportunities are very limited. I find myself reluctant to go out, as on return it is often very difficult to park anywhere near my house." (Support)

Thirteen respondents stated that the parking issues are caused by commuters, and they should be targeted to improve the situation

“We have lots of trouble parking outside our house which has made it difficult coming and going with many people using it as free parking for work” (Support)

“I’ve recently purchased and moved to Entry Hill and am shocked at the numbers of non-resident commuters and shoppers that park on Entry Hill, and then walk into town. This is restrictions are very welcome and will significantly improve our Entry Hill neighbourhood.” (Support)

There were eight comments from those who stated they support the amendments to the proposals.

“Changes made to Entry Hill RPZ are good- in particular the reduction in size covered by the zone. The original extent of the zone was too much-areas such as Hansford Square and Hawthorn Grove did not have a parking problem.” (Support)

Seven respondents felt that the RPZ would also improve the traffic flow in the area.

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

3.2.3 Suggestions for changes to proposals

A total of 11 respondents made suggestions for improving the proposal which they felt would encourage support. The most often mentioned suggestions by respondents are shown in **Table 5**.

Table 5: Count of comments making suggestions about the proposals

Support or partially supporting the proposal	All Respondents	Live in Parking Zone	Live outside Parking Zone
	N	N	N
Introduce more traffic calming measures in the area	7	4	3
Sustainable travel should be encouraged	2	1	1
Permits should be more affordable / discounts for less well off	2	1	1
Restrict large vehicles from access	1	1	0
Base	11	7	4

The most mentioned suggestion was to introduce traffic calming measures in the area (N=11)

“Pedestrian footpaths, speed control and crossings are far more important” (Object)

3.2.4 Local area comments

In total there were 5 comments suggesting specific local areas that either should be included or should be excluded. **Table 6** shows the comments that were provided.

Table 6: Count of comments showing other issues

Other Issues	All respondents
	N
Entry Hill too narrow for parking on both sides	3
Do not create new parking bays on the Lynbrook side of Entry Hill	3
Entry Hill Gardens is unique, should be treated separately	1
Base	5

One respondent offered further suggestions to improve the traffic flow and alleviate some of the congestion issues in the area.

“I fully support the amended boundary of the parking zone so that it no longer includes Ivy Bank Park or any part of Entry Hill above the Ivy Bank Park turning. However, I think that the double yellow lines should extend up the hill further to opposite the turning for Ivy Bank Park, as it can be very difficult and dangerous to turn into Entry Hill from Ivy Bank Park when vehicles are parked opposite the turning. In the lower part of Entry Hill the areas opposite Entry Hill Gardens and Lynbrook Lane also should have double yellow lines to allow passing spaces on this section of the road. Having parking spaces all along this section will reduce it to a single-track road.” (Support)

