

RPZ Formal TRO Consultation 2022 Feedback Report Lyme Gardens and Charmouth Road

Bath and North East Somerset Council

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Quality information

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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 Lyme Gardens, Lyme Road and Charmouth Road area of Bath.

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/rpztroconsultations and from libraries and one-stop-shops. The results of the consultation 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 it meet 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 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

51 people responded to this formal TRO consultation, with 86 responding to the initial public consultation in June.

All those who responded:

- 28 out of the 51 people responding to the survey support or partially support the proposed RPZ.
- 23 out of the 51 people responding to the survey object to the proposals.

Respondents who live in the zone

- 23 out of the 36 people responding who live in the zone support or partially support the proposed RPZ
- 13 out of the 36 people responding who live in the zone object to the proposals.

Respondents who live outside the zone

- 3 out of the 12 people responding who live outside the zone support or partially support the proposed RPZ
- 9 out of the 12 people responding who live outside the zone object to the proposals.

The main reason provided by those who support:

- Parking is currently bad in the area (11 comments - 10 of which are 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 - 10 of which are from people who live in the zone).

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 area of Lyme Gardens, Lyme Road and Charmouth Road, Bath. This RPZ aims to prioritise on-street parking for residents and provide accessible parking near social hubs within the area 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 proposed RPZ would deter parking by non-residents who use the area to park and 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 original consultation).

The scheme is designed to support the council's policy 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's 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 Weston Methodist Church on 17 May between 4pm and 8pm. A webinar was also held on 16 May at 12pm. A survey was made available in print and online.

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. This comprised the inclusion of dual-use parking bays but the size of the proposed zone was not changed.

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

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:

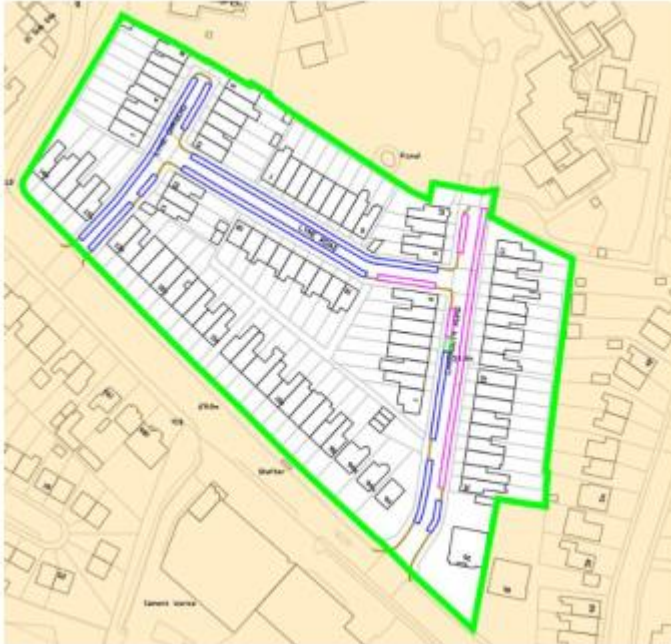
- Thematic coding and analysis of open-ended questions;
- Quantitative analysis of the closed question and demographic questions;
- Cleaning and analysis of location data provided.

This report details those findings.

1.3 Parking Zone

Lyme Gardens RPZ has not changed in size from the original proposals with the only amendment being the inclusion of some dual-use parking bays. **Figure 1.3** below shows the zone size. View the proposed zone and restrictions [here](#).

Figure 1.3: 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 website 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 Lyme Gardens, Lyme Road and Charmouth Road area of Bath only.

2.4 Response

2.4.1 Respondent location

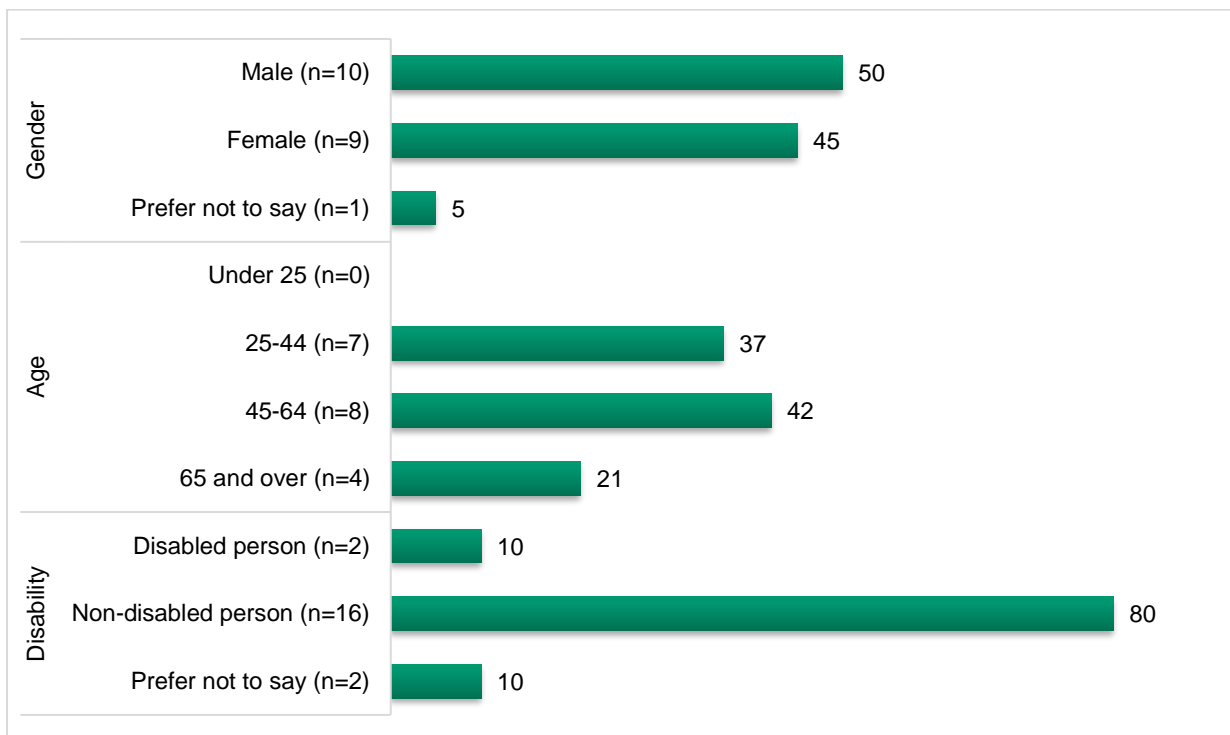
In total, there were 51 responses to the proposed Residents Parking Zone. 49 of these came through the online questionnaire with two replying by letter or email.

36 responses were from within the proposed zone with a further 12 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=20 (Gender and Disability) n=19 (Age) NB:31 did not give any information therefore data should be treated with caution

3. Analysis of Proposals

3.1 Level of support for the proposals

28 out of the 51 people responding to the survey support or partially support the revised proposal (more than half). 23 out of the 51 people responding to the survey object (less than half). Out of the 36 people responding to the survey who live in the zone, 23 support or partially support the proposal (almost two-thirds) and 13 object (just over a third).

Out of the 12 people responding who live outside of the zone, 9 object to the revised proposal and 3 support or partially support it. See Table 1.

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	15	29	11	31	2	17
Partially support	13	25	12	33	1	8
Object	23	45	13	36	9	75
Total	51	100	36	100	12	100

Table 2 compares data from this consultation with data from the earlier spring consultation. We note that a similar percentage supported or partially supported the proposal, but fewer people took part in the survey and more people expressed partial support.

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	39	45	32	58	7	23
	Partially support	8	9	4	7	4	13
	Total	86	-	55	-	31	-
Revised	Support	15	29	11	31	2	17
	Partially support	13	25	12	33	1	8
	Total	51	-	36	-	12	-

Indicative comparison:

- 54% of all respondents and 65% of those living in the Zone supported or partially supported the original plan
- 54% of all respondents and 64% 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, 29 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 (n=21), 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/ parking always seems available	11	10	1
Permits are an additional expense/ too expensive	8	5	3
Concern the RPZs won't be managed properly	6	6	0
Cost of living crisis mentioned	5	4	1
RPZ doesn't address the issue of local school parking problems	5	4	1
Introduction of RPZ would just move problem to other streets	4	3	1
Council criticism/ money-making scheme	4	1	3
Unfair on local workers	3	2	1
General opposition to the introduction of RPZ	2	0	2
The RPZ will reduce the number of parking spaces	2	2	0
The proposed RPZ is too large	1	0	1
RPZ doesn't address the issue of evening parking problems	1	1	0
RPZ will not reduce the number of cars / guarantee a space	1	0	1
Issues with signage, lines, aesthetics	1	1	0
Scheme is a waste of council money	1	1	0
Don't support the changes to the RPZ	1	1	0
Overwhelmingly negative response to previous consultation, undemocratic proposal	1	0	1
Unable to use active transport/ public transport	1	0	1
Scheme doesn't help the environment	1	1	0
Too short notice	1	0	1
Directly impacts local businesses / amenities in the RPZ	1	1	0
RPZ would negatively affect elderly / disabled residents	1	1	0
Unfair on visitors	1	1	0
Base	29	21	8

11 respondents (10 from those who live in the Zone) said they did not experience any problems parking and felt that the RPZ was unnecessary, and some comments mentioned the cost-of-living crisis.

“There is no issue with parking at the moment but there is a big issue with the cost of living so we’ll just be paying unnecessarily when we can least afford it.” (Object)

In addition, eight respondents felt that the RPZ permits were too expensive. It was also said that the RPZ does not address the issue of school parking.

“Parking in this area is not a big issue. This move would therefore inflict a cost on something we currently have access to free of charge. At a time when costs are going up in so many other areas, this is not the right time to create new costs for residents. In addition, the move adds complexity around parking that is unnecessary. The only issues with parking come at school drop off/ pick up times which these measures will have no impact on.” (Object)

“I have never found an issue parking in Lyme Gardens and feel you are using a sledge hammer to crack a nut. Also whilst there is provision for the drop off of school children it will only be effective if these temporary bays are policed; since you have already admitted a shortage of staff to implement/ enforce the zones then the scheme is doomed. (Object)

Some of the comments raised concern about the monitoring of future RPZs.

“The enforcement of dual bays concerns me as the eastern side of Charmouth Road is where we live. This will inevitably see a high turnover of vehicles during the day and enforcement is required to ensure that the 30-minute limit is not exceeded. How will this be achieved?” (Support)

3.2.2 Supporting the proposal

Overall, 19 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
RPZ needed/ current parking is bad in the area	11	10	1
Parking issues are caused by commuters	8	8	0
RPZ makes the roads safer/ less damage to local cars	6	5	0
RPZ will improve traffic flow in the area	4	1	2
RPZ supports active travel	2	0	1
Improves parking for residents	2	2	0
RPZ will result in cleaner air	1	1	0
Area is currently used by airport users	1	1	0
Encourages less private car use/ better for the environment	1	0	1
General support of RPZ	1	1	0
Base	19	15	2*

*Two respondents did not give their location

The theme that was mentioned most often with 11 respondents, of whom 10 live in the area, was that current parking in the area was bad, with the majority relating this to not being able to park outside their houses.

“We have struggled for years with increased parking problems for residents due to the proximity of hospital and recently impact of the clean air zone has seen an increase in vehicles. Hope this may reduce this.” (Support)

There were eight comments highlighting that parking issues are caused by commuters. All comments were made by those who live in the Parking Zone.

“I welcome residents parking as this area is awash with commuters and non-residents dumping their vehicles here.” (Partially support)

“Our road is packed with families unable to reliably park their cars anywhere near their house – thanks to people parking and walking into town or leaving their cars there all day to work at the hospital. This is only going to get a lot worse with the new Hartwell’s development.” (Support)

Six respondents feel that the RPZ will make roads a lot safer, incurring less damage to local vehicles.

“An essential scheme to reduce congestion and prevent unsafe parking by school parents, commuters etc. I strongly support the proposals particularly to stop parking on the corners, which have often led to larger vehicles being unable to make the turns.” (Support)

“Something urgently needs to be done to make the area safer. Charmouth road is a very dangerous school street with near accidents occurring on a daily basis”. (Support)

3.2.3 Suggestions for changes to proposals

A total of 18 respondents made suggestions for improving the proposal which they felt would encourage support as shown in **Table 5**. Most suggestions were made by those who support the RPZ.

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 are caused by hospital staff/ patients	12	7	5	0
Suggested other timeframe for RPZ e.g. 9am-9pm/ not weekends	9	4	5	0
The parking issue is at school drop off/ pick up time	5	4	0	1
Permits should be affordable/ discounts for less well off	1	1	0	0
Encourage more sustainable travel instead	1	1	0	0
Introduce more traffic calming measures	1	1	0	0
Base	18	11	6	1

The most frequent suggestion was that parking issues are caused by hospital staff and/or patients (n=12). Respondents are suggesting that if hospital parking is made more accessible there will be no need for the RPZ.

“Parking already at max. (Residents have no alternative but on-street parking). Issues with RUH staff parking early in the morning and returning to collect cars about 5ish.” (Support)

Nine respondents have suggestions for different timeframes for the RPZ.

“I would change the parking restrictions to apply from 8am to 8pm, but only apply Mon-Fri and exclude bank holidays.” (Partially support)

“Why are the residents permits restricted to 8am-6pm only? With the road being used by hospital staff this will still allow night shift staff to park on the road and most residents that commute to work will not be home before 6pm. 24hr weekday residents’ permits would be preferable.” (Partially support)

3.2.4 Local area comments

In total there were 10 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
Dual use spaces on Charmouth Road will not discourage parking	6
Yellow lines at the top of Lyme Grove need removing	3
Add Newbridge Road	2
Yellow lines on Lyme Gardens need removing	1
Base	10

The most frequent local comment was that dual use spaces on Charmouth Road will not discourage parking (n=6).

“I do not support dual use on the east side of the road. There are many families with young children on this side and it will make it highly likely that we need to cross the road to get to our car. A safety risk.” (Partially support)

“In the council proposal dual zones at the north end of Charmouth Road (beyond the Lyme Road turn) are also indicate which are likely to mean that parents will continue to attempt dangerous school drop offs in this section of the road which of course is as close as possible to the school gate. Any car driving into this area will also have to reverse out of it endangering potentially children who require to cross the road. Having observed several dangerous reverse manoeuvres this the dual zones as proposed in the vicinity of school gate seems counterproductive for a safe and liveable neighbourhood for everyone.” (Object)

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