

RPZ Formal TRO Consultation 2022 Feedback Report - Sion Hill and Summerhill Road

Bath and North East Somerset Council

November 2022

Quality information

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Revision History

<u>Revision</u>	<u>Revision date</u>	<u>Details</u>	<u>Authorised</u>	<u>Position</u>
P01	14/11/22	Initial Draft	HH	AD
P02	16/11/22	Final	HH	AD

Distribution List

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Executive Summary

This report sets out the results of a formal public consultation on a Residents Parking Zone (RPZ) for the Sion Hill and Summerhill Road area.

The consultation was held between 22 September and 20 October 2022 and included an in-person event on 13th October. Detailed information including a map of the zone, the proposed restrictions and a survey was available at www.bathnes.gov.uk/rpztoconsultations, 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. In addition, it will consider the proposal in relation to meeting its current policies on transport, health and the environment.

New RPZs have been proposed by ward councillors on behalf of their community as part of the council's wider Liveable Neighbourhoods programme. See www.bathnes.gov.uk/liveableneighbourhoods. 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

64 people responded to this consultation, with 59 responding to an earlier consultation in June.

All those who responded:

- 40 out of the 64 people responding to the survey support or partially support the proposed RPZ
- 24 out of 64 people responding to the survey object to the proposals.

Respondents who live in the zone

- 29 out of the 40 people responding to the survey who live in the zone support or partially support the proposal
- 11 out of the 40 people responding to the survey who live in the zone object to the proposals

Respondents who live outside the zone

- 10 out of the 22 people responding to the survey who live outside the zone support or partially support the proposal
- 12 out of the 22 people responding to the survey who live outside the zone object to the proposals.

The main reason provided by those who support:

- They support the RPZ as current parking is bad in the area (22 comments – 17 of which are from people living in the zone).

The main reason provided by those who objected:

- RPZ are unnecessary / there are no current parking issues (14 comments).

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 area of Sion Hill and Summerhill Road, 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

The 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 (which took on board feedback from the first engagement).

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 event was held on 19th May 2022 from 4pm to 8pm at Bath Spa-Sion Hill conference room and a virtual online event was held on 18th May 2022 from 12pm to 1pm. A survey was made available in print and online.

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

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

A follow up 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

Following the first public consultation, the RPZ area was made very slightly bigger to take on board feedback from the public. **Figure 1.1** below shows the original zone and **Figure 1.2** the new zone for comparison.

Figure 1.1: Original Proposed Zone

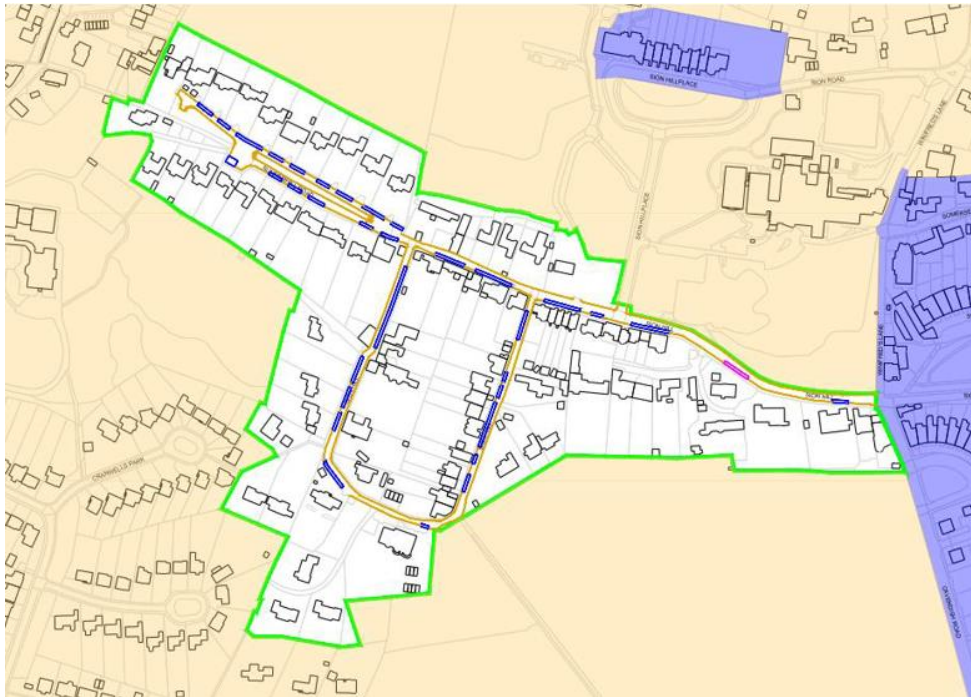
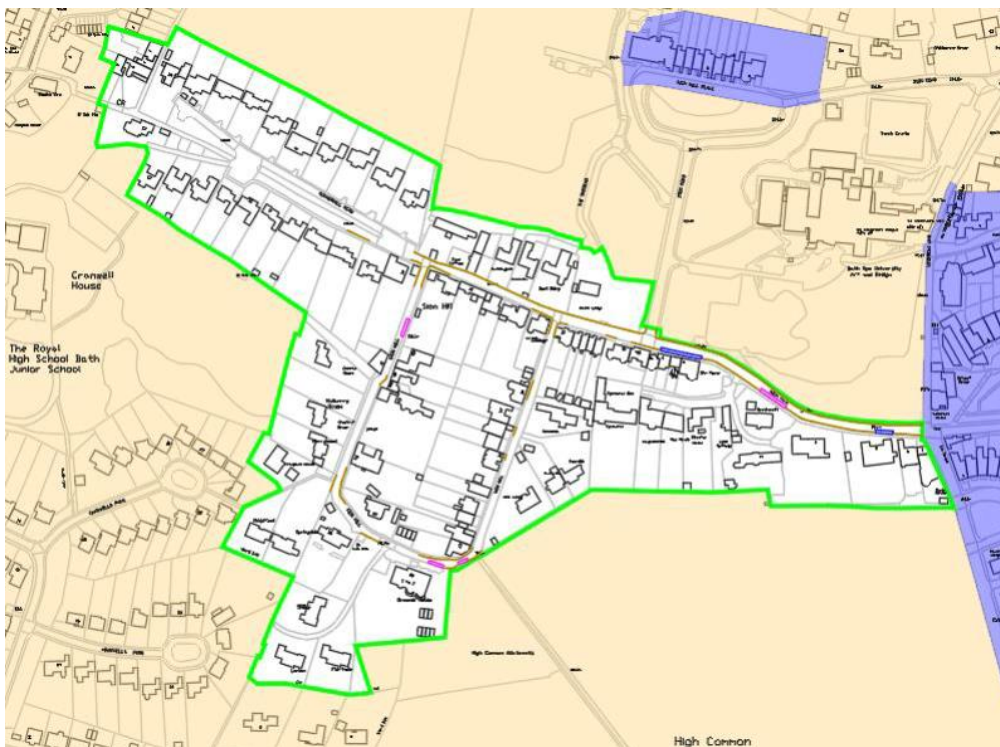


Figure 1.2: New Proposed Zone



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 version of the questionnaire that was available by request either via Council Connect, libraries, One Stop Shops, the RPZ email or at the in-person event. The questionnaire enabled respondents to state their level of support for the RPZ and the opportunity to explain their position on the proposals.

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 Sion Hill and Summerhill Road area of Bath only.

2.4 Response

2.4.1 Respondent location

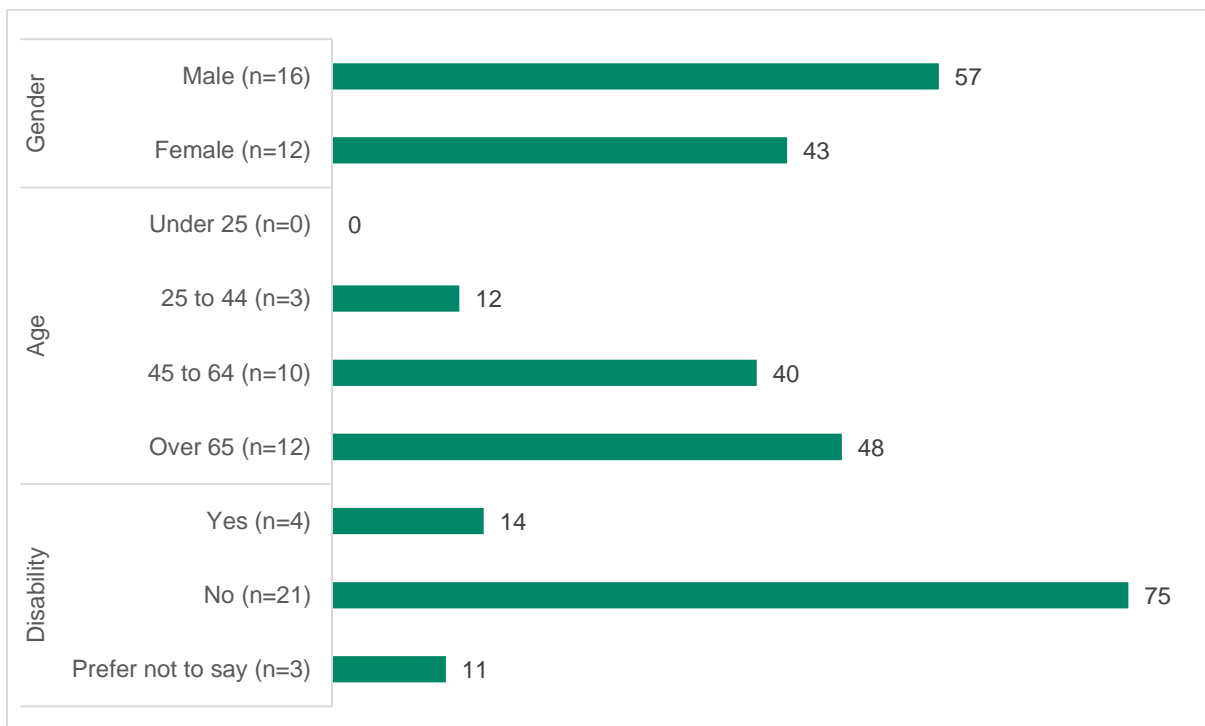
In total, there were 64 responses to the proposed Residents Parking Zone. All 64 of these came through the online questionnaire.

40 responses were from within the proposed zone with a further 22 from outside the area, one respondent 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=28 (Gender and Disability), n=25 (Age) NB:36 did not give any information therefore data should be treated with caution

3. Analysis of Proposals

3.1 Level of support for the proposals

Over half (62%) of respondents replying to the questionnaire either support or partially support the revised proposal (40 out of 64 respondents). 38% of those replying object to the proposal.

Of the 40 people who responded and also live in the zone, 29 support or partially support the revised proposal (72.5%) and 11 object to it (27.5%).

Of the 22 people who responded but live outside of the zone, 12 object (54.5%) and 10 are supportive or partially supportive (45%).

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	29	45	20	50	8	36
Partially support	11	17	9	23	2	9
Object	24	38	11	28	12	55
Total	64	100	40	100	22	100

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

Table 2: Level of support for Residents Parking Zone. Comparison original and revised proposals

		All respondents		Live in Parking Zone		Live outside Parking Zone	
		N	%	N	%	N	%
Original	Support	21	37	19	49	2	11
	Partially support	9	15	7	18	2	11
	Total	57	-	39	-	18	-
Revised	Support	29	45	20	50	8	36
	Partially support	11	17	9	23	2	9
	Total	64	-	40	-	22	-

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:

- 52% % of all respondents and 67% of those living in the zone supported or partially supported the original plan
- 62% of all respondents and 72.5% 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, 21 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 are unnecessary / there are no current parking issues	14	10	4
Permits are an additional expense / too expensive	5	3	2
The RPZ will reduce the number of parking spaces	4	2	2
Overwhelming negative response to previous consultation, undemocratic proposal	4	4	0
Cost of living crisis mentioned	3	2	1
Issues with signage, lines, aesthetics	3	3	0
Scheme is a waste of council money	2	2	0
Unable to use active transport / public transport	2	2	0
Council criticism / money making scheme	2	2	0
Unfair on visitors	2	2	0
Introduction of RPZ would just move problem to other streets	2	2	0
Scheme doesn't help the environment	1	1	0
Will cause residents / businesses to move out of the area / make it less desirable	1	1	0
RPZ will not reduce the number of cars / guarantee a space	1	1	0
Too short notice	1	0	1
Base	21	14	7

14 respondents (10 from those who live in the Zone) said they did not experience any problems parking and felt that the RPZ was unnecessary.

“The parking arrangements work perfectly satisfactorily at the moment. There is no hassle of applying for parking permits for the household and visitors and no cost which is essential in these times when budgets are important.” (Object)

In addition, 5 respondents felt that the introduction of the zone is too much of an expense:

“You are proising additional costs on people who are already struggling as well as already paying for living in this area. Setting up costs and running is another objectionable reason.” (Object)

A total of 4 respondents stated the RPZ will reduce the number of parking spaces available.

“There is no need for a parking scheme. Over 20 years neither we nor our long term tenants have observed any parking issues which would warrant implementation of these restrictions. We have never been unable to park outside or very near our house.” (Object)

3.2.2 Supporting the proposal

Overall, 36 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	22	17	5
Improves traffic flow in area	11	5	6
The RPZ makes the roads safer / less damage to local cars	10	8	2
RPZ improves parking for residents	10	10	0
Helps improve emergency/ delivery vehicles access the zone	9	9	0
Support new inclusions / amendments to the RPZ	8	8	0
Parking issues caused by commuters	8	6	2
Support the introduction of RPZ (general)	3	2	1
RPZ results in cleaner air	3	1	2
Supports active travel	3	0	2
Encourages less private car usage / better for the environment	3	1	2
Will improve life for those with mobility issues	1	1	0
RPZ doesn't extend far enough	1	0	1
Total	36	25	10

The theme that was mentioned most often with 22 respondents, of whom 17 live in the area, was that they felt parking in the area is bad, along with 10 comments that the RPZ improves parking for residents.

“Despite the reduction in parking by Bath Spa students there remains a problem of parking from outsiders especially during times when there are events on in nearby parks or just when the weather is nice and people want to picnic on the old golf course. Non-residents tend to park without attention to access and generally reduce the number of places for parking.” (Support)

“I live on Sion Road and am really worried that this is a very busy road where people park all day as it’s free. This will become the nearest free parking to town and will be permanently in use. It’s already difficult and dangerous to enter or leave our driveway due to poor visibility due to the number of parked cars.” (Support)

There were 11 comments from respondents who stated it would improve traffic flow in the areas, with 10 comments also feeling the roads will be safer/ less damage to cars.

“The roads are narrow and parking can be problematic, especially when there are renovations nearby, which is quite often. It is not appropriate for tourists, and those coming into Bath during the day to leave cars here simply because it is free. Irresponsible parking causes access problems for those who have off-street parking. Emergency vehicles and the 700 bus need to be able to travel without holdups, and the proposed scheme does allow for this, while still providing parking options for residents without drives and allotment users.” (Support)

“I support all the reasons suggested in the proposals - less traffic, more public transport, more sustainable and healthy travel, although I do feel that the lowest earners should have free permits.” (Support)

3.2.3 Suggestions for changes to proposals

A total of 13 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
Suggested other timeframe for RPZ e.g.9am-9pm / not weekends	9	9	0
More dual use spaces	2	2	0
Introduce more traffic calming measures in the area	1	1	0
Permits should be more affordable / discounts for less well off	1	0	1
More EV charging points needed	1	1	0
Encourage more sustainable travel	1	0	1
Make the RPZ free for residents	1	0	1
Proposed RPZ makes the road more dangerous	1	1	0
Total	13	11	2

The most frequent suggestion was to suggest another timeframe for RPZ (n=9). Some of these comments were wanting measures such as a suggested timeframe, e.g., not to include weekends, to be included as well as the RPZ while others believed the suggested timeframes would be enough alone.

“Residents need greater street parking protection at certain times. But this only affects the working week. So I support these proposals only for Monday to Friday, 8am to 6pm.” (Partially Support)

“It is also unnecessary to have the zone working 7 days a week. No need for zone from Friday evening to Monday morning.” (Partially Support)

“Given there is support for some changes I think the current proposal is at the extreme end. Would it not be more suitable to have the parking restrictions for 1 hour per day or similar? The length of time is too long and just makes day to day life more difficult for residents. I also don’t see why there needs to be a restriction at weekends?” (Object)

Respondents argued for greater allocation of dual spaces (N=2), however with a restricted timeframe.

“Currently these spaces are naturally often used by the local residents. If these are to be made available to permit holders then these dual use spaces can technically be occupied for any length of time they wish, not just up to 3 hours. The restriction on hours will at least discourage commuters enabling allotment holders more chance of finding a space.” (Object)

3.2.4 Local area comments

In total there were 16 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
Non-residents with allotments need parking spaces	4
Double yellow lines to be long enough to cover people's driveways/ for all driveways	4
No need for RPZ on Summerhill	3
Double yellow lines to be painted all down Summerhill Road	3
Dual parking bay moved further up on Sion Hill	3
Sion Hill needs RPZ	1
Parking is bad on "The Loop"	1
Base	16

Some respondents argued that while Sion Hill may need an RPZ, Summerhill does not (N=3):

“Sion Hill & Summerhill Road have different needs. Most homes in Summerhill Road have driveways, except for 2 or 3 homes at the west end that have no vehicular access.” (Partially Support)

“The consultation fails to acknowledge significant differences between Summerhill Road and Sion Hill. Results from the first consultation were not reported separately. The two areas do not experience the same issues and need to be differentiated. There is absolutely no need for parking restrictions in Summerhill Road. There is always easy parking available on street. In 20 years of living here, we have never been unable to park.” (Object)

While other respondents stated double yellow lines would improve the parking conditions for Sion Hill:

“The extension of the double yellow lines to cover the full stretch between Sion Road and Summerhill Road is very much needed. Restricting parking to the south side of the road only, will allow larger vehicles access to the Sion Hill loop and Summerhill Road without causing damage.” (Support)

Furthermore, respondents disputed the fact non-residents with allotments need parking spaces (n=4):

“Not all allotment holders live within walking distance, many are older pensioners and all of us need transport for equipment, and heavy supplies of fertilisers and removal of waste etc. I would be very sad not to be able to continue tending my plot because of access issues.” (Partially Support)

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