

# RPZ Formal TRO Consultation 2022 Feedback Report - St John's Road, St Michael's Road and Hungerford Road area

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 St John's Road, St Michael's Road and Hungerford Road area of Bath.

The consultation was held between 22 September and 20 October 2022 and included an in-person event on 12<sup>th</sup> October. Detailed information including a map of the zone, the proposed restriction and a survey was available at [www.bathnes.gov.uk/rpztoconsultations](http://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 the council's 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

153 people responded to this consultation, with 178 responding to an earlier public consultation in June.

### All those who responded:

- 67 out of the 153 people responding to the survey either support or partially support the revised proposal for an RPZ.
- 86 out of the 153 people responding to the survey object to the revised proposal.

### Respondents who live in the zone

- 47 out of 83 people responding to the survey who also live in the zone either support or partially support the revised proposal for an RPZ.
- 36 out of 83 people responding to the survey and who also live in the zone object to the revised proposal.

### Respondents who live outside the zone

- 18 out of 61 people responding to the survey who live outside the zone either support or partially support the revised proposal for an RPZ.
- 43 out of 61 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 (39 comments of which 34 live in the zone).

### The main reason provided by those who objected:

- Introduction of RPZ would just move problem to other streets (48 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) the St John's Road, St Michael's Road and Hungerford 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/rpztoconsultations](http://www.bathnes.gov.uk/rpztoconsultations)

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 this consultation period an in-person consultation event was held at Weston Methodist Church on 20 May between 4pm and 8pm. A webinar was also held on 23 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 Kingsmead 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:

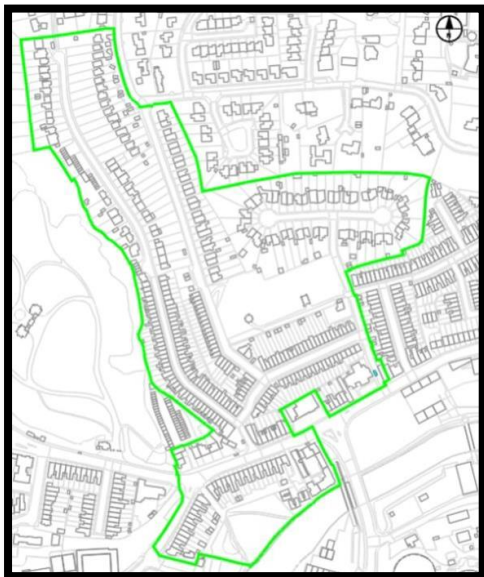
- Thematic coding and analysis of open-ended questions;
- Quantitative analysis of the closed question and demographic questions;
- Cleaning and analysis of location data provided.

This report details those findings.

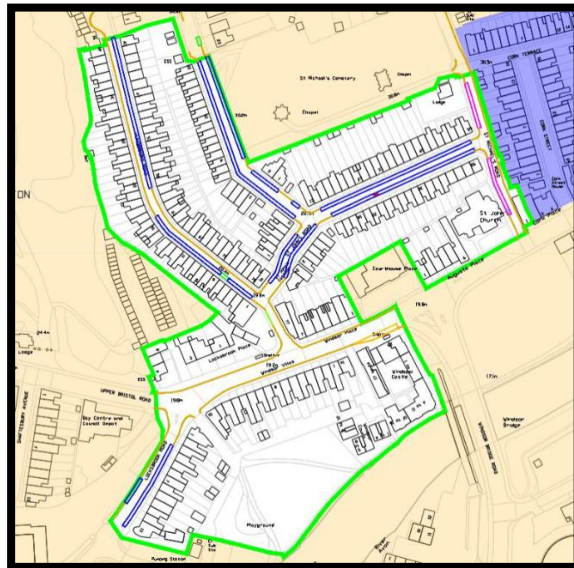
## 1.3 Revised Parking Zone

As part of the changes to the St John's Road, St Michael's Road and Hungerford Road area RPZ, the area was made slightly smaller from the original proposals. **Figure 1.1** below shows the original Zone and **Figure 1.2** the new Zone for comparison. Full details of these amendments can be found [here](#).

**Figure 1.1: Original Proposed Zone**



**Figure 1.2: Revised 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 St John’s Road, St Michael’s Road and Hungerford Road area of Bath only.



## 2.4 Response

### 2.4.1 Respondent location

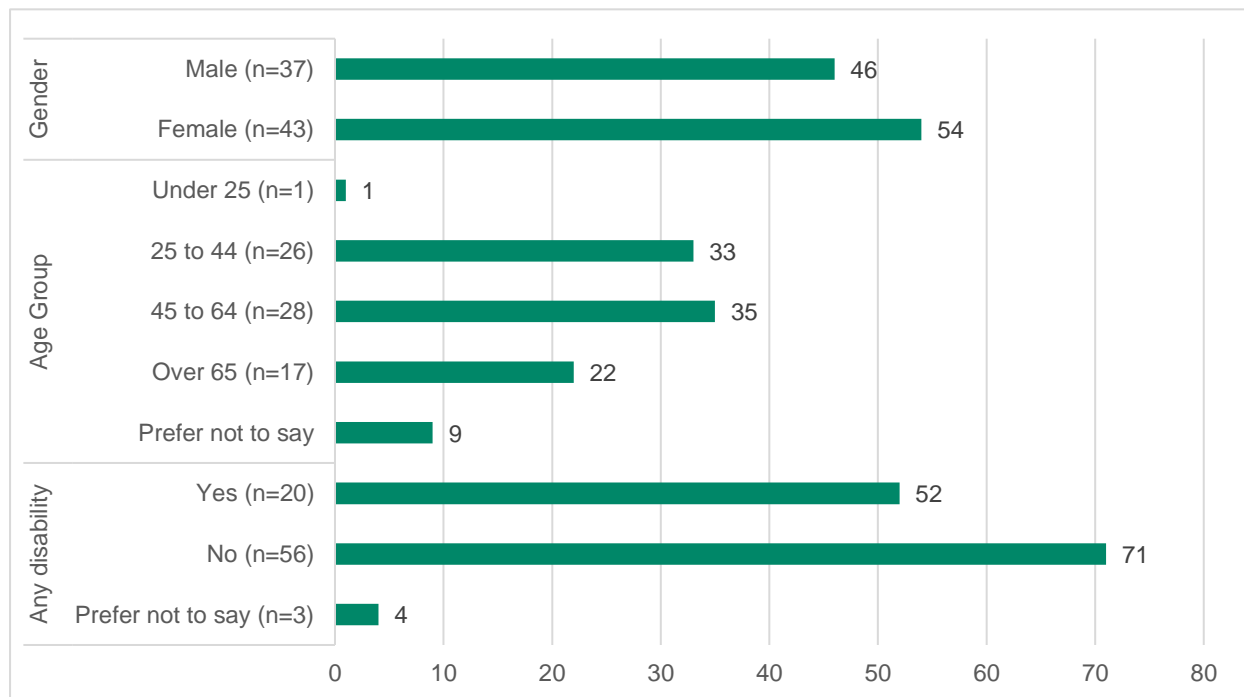
In total, there were 153 responses to the proposed Residents Parking Zone. 146 of these came through the online questionnaire with 7 replying by letter or email.

83 responses were from within the proposed zone with a further 61 from outside the area, nine 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=80 (Gender), n=79 (Age and Disability NB:73 did not give this information)

### 3. Analysis of Proposals

#### 3.1 Level of support for the proposals

67 out of the 153 people responding to the survey either support or partially support the revised proposal (44%). 86 object to it (56%).

Of the 83 people responding who also live in the zone, 47 people support or partially support it (56%). 36 object to it (43%).

Of the 61 people responding who live outside of the zone, 18 people either support or partially support the revised proposal (29%). 43 object to it (79%)

**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	47	31	41	49	5	8
Partially support	20	13	6	7	13	21
Object	86	56	36	43	43	70
<b>Total</b>	<b>153</b>	<b>100</b>	<b>83</b>	<b>100</b>	<b>61</b>	<b>100</b>

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

		All respondents		Live in Parking Zone		Live outside Parking Zone	
		N	%	N	%	N	%
Original	Support	46	26	32	44	14	14
	Partially support	33	19	14	19	17	17
	<b>Total</b>	<b>178</b>	-	<b>72</b>	-	<b>98</b>	-
New	Support	47	31	41	49	5	8
	Partially support	20	13	6	7	13	21
	<b>Total</b>	<b>153</b>	-	<b>83</b>	-	<b>61</b>	-

Indicative comparison:

- 45% of all respondents and 63% of those living in the zone supported or partially supported the original plan
- 44% 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, 105 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
Introduction of RPZ would just move problem to other streets	48	14	32
There are no current parking issues	23	16	3
Unfair on visitors	23	9	13
Permits are an additional expense / too expensive	22	13	7
Cost of living crisis mentioned	22	12	8
Will not reduce the number of cars or guarantee a space	19	13	5
Overwhelming negative response to previous consultation, undemocratic proposal	15	7	7
Council criticism / money making scheme	13	7	5
The RPZ will reduce the number of parking spaces	8	4	4
If other zones go ahead, this area needs including too	8	1	7
RPZ would negatively affect elderly / disabled residents	7	2	5
Unfair on local workers	7	2	5
Unfair on large households with multiple cars	5	1	4
Don't support the changes / new boundary	4	0	4
Not always possible to use active/ public transport	3	1	2
Scheme doesn't help the environment	3	1	2
RPZ doesn't address the issue of evening parking	2	1	1
Unfair that cost of permit based on emissions	2	1	0
Issues with signage, lines, aesthetics	2	2	0
Concern that it wouldn't be managed properly	2	1	1
Concern that ineligible for permits / visitor passes	2	1	1
Too short notice	2	1	1
Directly impacts local businesses	2	1	1
Unfair on those who suffer with ill health/ mobility	2	0	2
The proposed RPZ is too large	1	1	0
Already too many parking restrictions in place	1	1	0
Scheme is a waste of council money	1	1	0
Concerned about invasion of privacy	1	0	1
<b>Base</b>	<b>103</b>	<b>41</b>	<b>55</b>

48 respondents felt that the introduction of the Zone would simply move the problem to other streets. In addition, 23 respondents said they did not experience any problems parking and felt that the RPZ was unnecessary.

*“Whilst I am pleased that the upper reaches of Edward Street have been excluded from the scheme, I am concerned that those who do not wish to pay to park in the lower reaches will simply park higher up. Conversations with neighbours in the lower half of Edward Street suggest that this is not solely an issue about non-residents parking- some have two cars but have bought houses where there is only room to park one in front. In the upper reaches we will not have to pay for parking, but our lives will be impacted as it will be more difficult for ourselves, our visitors, essential care and NHS workers, contractors and delivery drivers as those who have 2 cars park one of them elsewhere.” (Object)*

*“[I have] concerns that if the proposal is agreed people will park in Locksbrook Cemetery where, to my knowledge, there aren't any parking restrictions.” (Object)*

A total of 23 respondents mentioned that the proposals would be unfair on visitors to the area, whilst 22 each commented on the additional cost of permits and the cost-of-living crisis

*“There is no current problem with parking in this area and the proposed change will make it difficult for residents to have guests or workers visiting their house as they will be unable to park in the street.” (Object)*

*“Residents pay council tax and road tax, so why should they have to pay to park?!!! I visit family in this road and why should they have the added burden of paying for me to park and paying for their permits?” (Object)*

### **3.2.2 Supporting the proposal**

Overall, 63 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	34	5
Parking issues caused by commuters	25	17	8
Improves traffic flow in area	10	4	6
The RPZ makes the roads safer / less damage to local cars	8	5	3
RPZ doesn't extend far enough	7	1	6
RPZ improves parking for residents	7	7	0
Support new inclusions / amendments to the RPZ	5	3	1
Supports active travel	5	3	1
Parking issues caused by hospital staff / patients	5	0	5
Will improve life for those with mobility issues	4	4	0
Encourages less private car usage / better for the environment	3	2	1
RPZ results in cleaner air	2	2	0
Area is currently used by airport users	2	1	1
Support the introduction of RPZ (general)	1	1	0
Helps improve emergency/ delivery vehicles access the zone	1	1	0
<b>Base</b>	<b>63</b>	<b>44</b>	<b>17</b>

The theme that was mentioned most often with 39 respondents was that they felt it was important that if other Zones go ahead then this area needs one too.

*“Support the proposals but very disappointed that the semi-detached properties end of Edward Street will no longer be covered by the RPZ. Inevitably drivers who are unable to park in the permit bays or who choose not to will park further along Edward Street causing additional pressure on relatively limited on street parking space (given areas for driveway access & blue badge spaces). I would like to see all of Edward Street covered by the RPZ.” (Partially Support)*

6 respondents commented that the RPZ was necessary because commuters cause parking issues

*““Parking needs to be sorted for residents instead of its use for commuters walking into town” (Partially Support)*

*“Reducing cars either side of the roads will make it safer for children and families. There are many who walk to school in this area and hopefully there will be more people accessing community projects in the area by foot.” (Support)*

One respondent was concerned that residents in quieter parts of the area could object to the plans which they feel are vital.

*“I am concerned given the large area, that residents in Lynbrook Lane, St Johns / St Michaels / Hungerford Road Drive, Ivy Bank Drive, St Johns / St Michaels / Hungerford Road Park etc, who do not have an issue with parking and who mostly have 2 parking spaces already, will vote against the proposal and be able to deny those of us who have a real issue at the bottom of St Johns / St Michaels / Hungerford Road from a solution. The residents of Lower St Johns / St Michaels / Hungerford Road, beneath the chicane at the bottom of the golf course have a real problem and should be able to decide and vote in our own right for our own community.” (Support)*

### 3.2.3 Suggestions for changes to proposals

A total of 10 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	2	1	1
Improve public transport	2	1	1
Council to look at existing disabled bays e.g. whether they are still needed, relocation	2	2	0
Make the RPZ free for residents	1	1	0
Permits should be more affordable for those on low incomes	1	0	1
Increase disabled parking spaces	1	1	0
Look at other schemes e.g. restricting parking at certain times	1	1	0
<b>Base</b>	<b>10</b>	<b>7</b>	<b>3</b>

### 3.2.4 Local area comments

In total there were 25 comments suggesting specific local areas that either should be included or should be excluded. **Table 7** shows the comments that were provided.

**Table 7: Count of comments showing local issues**

Local Issues	All respondents
	N
Include Shaftesbury Avenue	9
Double yellow lines need extending/ are insufficient	4
Include the top of St Michaels Road and Audley Avenue	3
Remove yellow lines on Audley Avenue	3
Include Audley Grove	3
Support swapping the parking side on Hungerford Road	2
Unfair on university students	2
Include Edward Street	2
Proposed double yellow lines restrict my parking access	2
<b>Base</b>	<b>25</b>

A total of nine respondents would like to see Shaftesbury Avenue included in the plans

*"You have left Shaftesbury Avenue out of the RPZ creating a free for all parking zone in a small residential cut-de-sac that is already over capacity through HMO and Student lets. Parking will become near impossible when the displaced vehicles from the surrounding areas area parked in the only non-permitted road in the area. I do not see the rationale to explain why this road has been left out and the residents disadvantaged" (Partially Support)*

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