

RPZ Formal TRO Consultation 2022 - Feedback Report Walcot, Snow Hill and Claremont 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	15/11/22	Initial Draft	HH	AD
P02	15/11/22	Initial Draft	HH	AD
P03	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 revised plan for a Residents Parking Zone (RPZ) for the Walcot, Snow Hill and Claremont Road area.

The consultation was held between 22 September and 20 October 2022 and included in-person events on 4th & 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.

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

234 people responded to this consultation, with 287 responding to an earlier public engagement in June.

All those who responded:

- 67 out of the 234 people responding to the survey either support or partially support the proposed RPZ.
- 167 out of the 234 people responding to the survey object to the proposals.

Respondents who live in the zone

- 56 out of the 184 people who responded to survey and also live in the zone either support or partially support the proposed RPZ.
- 128 out of the 184 people who responded and also live in the zone object to the proposals

Respondents who live outside the zone

- 8 out of 36 people who responded to the survey but live outside the zone either support or partially support the proposed RPZ.
- 28 out of the 36 people who responded but live outside the zone object to the proposals.

The main reason provided by those who support:

- Parking is currently bad in the area (35 comments – 31 of these comments 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 (83 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) in the Walcot, Snow Hill and Claremont 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 proposal 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 commute 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 the feedback from this 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 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 Riverside Youth Centre on 24 May between 4pm and 8pm. A webinar was also held on 27 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 consultation feedback and following discussions with the Walcot, Snow Hill and Claremont Road 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:

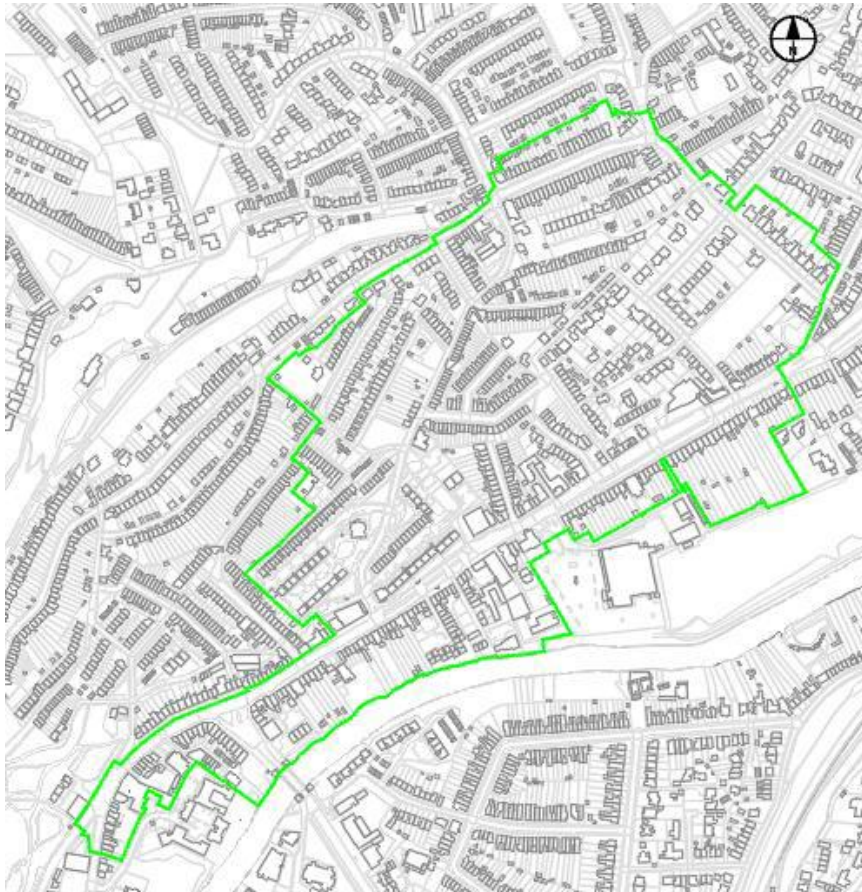
- Thematic coding and analysis of open-ended questions;
- Quantitative analysis of the closed question and demographic questions;
- Cleaning and analysis of location data provided.

This report details those findings.

1.3 Revised Parking Zone

The RPZ for Walcot, Snow Hill and Claremont Road has not changed in size from the original proposals. However, some amendments were made including providing dual-use bays, removing road markings from the redundant disabled bays to allow permit holders to park, and Arundel Road, Highbury Place and Middle Lane being signed as permit parking areas.

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 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 Walcot, Snow Hill and Claremont Road area of Bath only.

2.4 Response

2.4.1 Respondent location

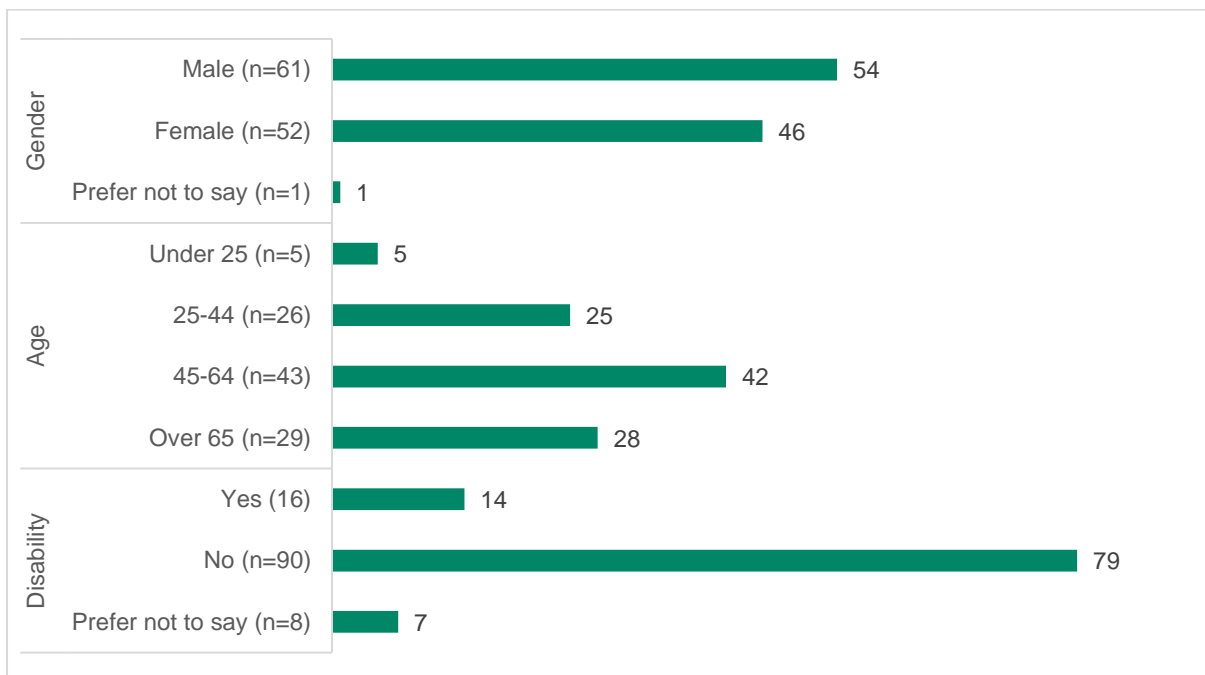
In total, there were 234 responses to the proposed Residents Parking Zone. 225 of these came through the online questionnaire with 9 replying by letter or email.

184 responses were from within the proposed zone with a further 36 from outside the area. 14 respondents did not state their location.

2.4.2 Respondent Profile

Figure 2.4 below shows the demographic profile of respondents. Please note, just under half of the 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=114 (Gender and disability), n=103 (Age) NB:120 did not give EQA information therefore data should be treated with caution. 11 respondents who agreed to EQA did not give their age.

3. Analysis of Proposals

3.1 Level of support for the proposals

67 out of the 234 people responding to the survey stated that they either support or partially support the revised proposal (28%) and 167 object (71%).

Of the 184 people responding who also live in the zone, 56 people stated that their either support or partially support the revised proposal (30%). 128 people who live in the zone and responded to the survey object to the revised proposal (70%).

Of the 36 people who responded to the survey but live outside the zone, 8 are supportive or partially supportive (22%). 28 people who live outside the zone and responded to the survey object to the revised proposal. (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	43	18	39	21	1	3
Partially support	24	10	17	9	7	19
Object	167	71	128	70	28	78
Total	234	100	184	100	36	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	62	22	53	24	9	13
	Partially support	43	15	31	14	12	18
	Total	287	-	219	-	68	-
Revised	Support	43	18	39	21	1	3
	Partially support	24	10	17	9	7	19
	Total	234	-	184	-	36	-

Indicative comparison:

- 37% of all respondents, and 38% of those who responded and also live in the zone, either supported or partially supported the original plan
- 28% of all respondents, and 30% of those who responded and also live in the zone either 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, 177 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	83	73	7
Permits are an additional expense / too expensive	73	62	8
Cost of living crisis mentioned	45	40	5
Overwhelming negative response to previous consultation, undemocratic proposal	39	38	1
Introduction of RPZ would just move problem to other streets	36	18	17
Council criticism / money making scheme	32	24	5
The RPZ will reduce the number of parking spaces	28	27	1
RPZ doesn't address the issue of evening parking problems	20	17	1
Unfair on visitors	18	14	4
RPZ will not reduce the number of cars / guarantee a space	11	10	1
Directly impacts local businesses / amenities in the RPZ	11	5	5
Plans block residents parking outside home	10	10	0
Unable to use active transport / public transport	10	5	3
Scheme is a waste of council money	9	8	1
Unfair on large households with multiple cars	8	8	0
RPZ would negatively affect elderly / disabled residents	8	6	2
Unfair on local workers	7	6	1
Issues with signage, lines, aesthetics	5	5	0
Oppose the introduction Of RPZ (General)	5	4	1
RPZ will devalue property prices in the zone	4	4	0
Concern that ineligible for permits / visitor passes	3	3	0
Will cause residents / businesses to move out of the area / make it less desirable	3	3	0
Unfair that cost of permit based on emissions	2	2	0
Negative impact on Baths economy	1	1	0
Already too many parking restrictions in place	1	0	1
Base	177	135	34

83 respondents (73 from those who live in the Zone) said they did not experience any problems parking and felt that the RPZ was unnecessary. In addition, 73 respondents felt that the parking permits are too much of an expense, especially giving the cost-of-living crisis (45). Some of the comments acknowledged that while they had no issues with parking, other areas of the proposed Zone were much busier.

“The scheme is blatantly a way for the council to generate revenue. There's no benefit to residents. Even though our street does have commuters parking on it, it's always possible to find a space.” (Object)

“It is unacceptable to put additional costs on people in a cost-of-living crisis. People cannot afford the extra money for this scheme or for the permit. You are hurting already disadvantaged people...This scheme does not tackle the parking problem. Most parked cars in this area are owned by residents. The nature of apartments is a large quantity of people in a small space and therefore with small roads there isn't enough parking for residents regardless. Making a permit scheme doesn't change that fact. It just charges struggling residents.” (Object)

A total of 36 respondents (18 from those who live in the Zone) stated the introduction of the RPZ would move the problem onto other streets, with 28 respondents highlighting it will reduce the number of parking spaces.

“The scheme will create parking issues for the residents of St Saviours Road, Holland Road, St Saviours Way and Beaufort West and East, because all the measure will do is to push commuter parking further out. St Saviours Way often experiences congestion due to dangerous parking at the junction with London Road.” (Object)

“This scheme is not going to get rid of the amount of cars already owned but impact us by making us find parking quite a distance away and walk back to our own homes if we can't afford the permit. We would also be causing parking disruptions and congestion elsewhere in Bath.” (Object)

3.2.2 Supporting the proposal

Overall, 54 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

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	35	31	3
Support the introduction of RPZ (general)	12	10	1
The RPZ makes the roads safer / less damage to local cars	8	8	0
Encourages less private car usage / better for the environment	7	7	0
RPZ improves parking for residents	6	6	0
Improves traffic flow in area	5	4	1
RPZ results in cleaner air	3	3	0
Supports active travel	3	2	0
Support new inclusions / amendments to the RPZ	1	1	0
Will improve life for those with mobility issues	1	1	0
RPZ doesn't extend far enough	1	0	1
If other zones go ahead, this area needs including too	1	0	1
Total	54	47	5

The theme that was mentioned most often with 35 respondents, of whom 31 live in the area, was that current parking is bad in the area with 8 respondents stating it will cause less damage to cars. Respondents mentioned having difficulties on Brunswick Street.

"I am affected by commuter parking. I regularly cannot park outside my house or even near it in order to unload selves, groceries, gardening materials, or load our car to go on holiday. It is a real headache. My car has also been damaged by commuter parking." (Support)

"I live in Brunswick St. Parking has become a huge problem. Much of this is caused by commuters parking for the day, or longer. If we leave the road on a school run for instance, we very often cannot park when we return. Sometimes it's so bad that the surrounding roads are also completely full." (Support)

There were 7 comments from those who live in the Parking Zone feeling that it would encourage less private car usage / better for the environment.

"To increase the likelihood of being able to park on our own street as members of the public who do not live here would not be able to park here as easily. To encourage residents to think about how many cars they genuinely need in their household, which should create environmental benefits if residents reduce the amount of cars in their household." (Support)

"It will reduce the number of cars entering the area to park, reducing congestion and pollution. I support the LTN proposal for this area and believe a RPZ is necessary for this to be successful. I hope it will be a deterrent to people buying multiple cars and perhaps to owning a car at all." (Support)

3.2.3 Suggestions for changes to proposals

A total of 43 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	11	10	0
Make the RPZ free for residents	7	4	3
Improve public transport	5	5	0
More EV charging points needed	4	4	0
Suggested other timeframe for RPZ e.g., 9am-9pm / not weekends	4	4	0
Create a large park and ride instead of / as well as	3	2	1
Concentrate on enforcing existing regulations	2	2	0
More public parking (car parks) or off-road parking should be created alongside the RPZ	2	2	0
Suggested different pricing structure	2	2	0
Permits should be more affordable / discounts for less well off	2	2	0
Must be able to get visitor passes easily / concerns about getting visitor passes	1	1	0
Improve the condition / safety of the roads first	1	1	0
Council to introduce more cycling parking / cycle lanes	1	1	0
Increase disabled parking spaces	1	1	0
Proposed RPZ makes the road more dangerous	1	1	0
Make white Keep Clear lines enforceable	1	0	0
Restrict large vehicles from access	1	0	1
Base	43	36	5

The most frequent suggestion was to introduce traffic calming measures (n=11). Some of these comments were suggesting other timeframes in conjunction and separate to the RPZ.

“Limiting commuter parking is a good idea. However, this proposal is a sledgehammer to crack a nut. Why not simply ban all commuter parking during peak weekday hours?”
(Partially Support)

“I support the proposals to help promote non-resident parking to more controlled areas. But an 8am start time for enforcement is personally quite frustrating as it limits potential visitors to the residences to leave very early in the morning, or if a residence is unable to get a permit and has to work, they have to leave very early to get to an office job for say 9am (If we assume a 30-minute commute, the ideal leaving time would be 8:30am not 8am)” (Partially Support)

However, some respondents argued the parking permits should be free for residents (n=7).

“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)

“We should not have to pay for visitors to park in front of our home or in fact our drive way, particularly during the cost-of-living crisis. If you were to put residents parking in place (for the benefit of residents as you say), then this should be FREE to residents and should not be 7 days a week.” (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
Don't include Claremont Road	3
Would adversely affect patients using Fairfield Road surgery	2
Include more of Larkhill in RPZ	2
Double yellow lines on the streets/ next to allotments	2
Don't include Andrul Road	1
Make sure Brunswick Street has parking on both sides of the road	1
Support the inclusion of London Street	1
Include New Tying Terrace	1
Include Dowding / Holland Road	1
Include Wallace Road	1
Road traffic consensus	1
Base	16

Those respondents who do not want Claremont Road included were concerned with the parking zone impacting other areas.

“Do not include the Claremont area it will just impact on the other smaller side streets.” (Object)

