

RPZ Formal TRO Consultation 2022 Feedback Report - Beacon Hill

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) in the Beacon Hill 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/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 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

96 people responded to this consultation, with 113 responding to an earlier public engagement in June.

All those who responded:

- 12 out of the 96 people responding to the survey either support or partially support the revised proposal for an RPZ.
- 84 out of the 96 people object to the proposals.

Respondents who live in the zone

- 4 out of the 30 people responding to the survey who also live in the zone either support or partially support the revised proposal for an RPZ.
- 26 out of the 30 people responding to the survey who also live in the zone object to the revised proposal.

Respondents who live outside the zone

- 7 out of the 60 people responding to the survey who live outside the zone either support or partially support the revised proposal for an RPZ.
- 53 out of the 60 people responding to the survey who live outside the zone object to the revised proposal.

The main reason provided by those who support:

- Parking issues caused by commuters (8 comments)

The main reason provided by those who objected:

- There are no current parking issues (52 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 Beacon 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/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 the consultation an in-person consultation event was held at St Stephen's Church on 26 May between 4pm and 8pm. A webinar was also held on 31 May 2022 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 Lansdown 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:

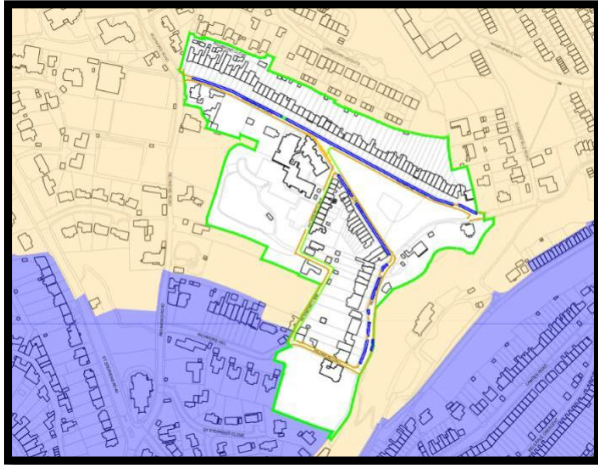
- Thematic coding and analysis of open-ended questions;
- Quantitative analysis of the closed question and demographic questions;
- Cleaning and analysis of location data provided.

This report details those findings.

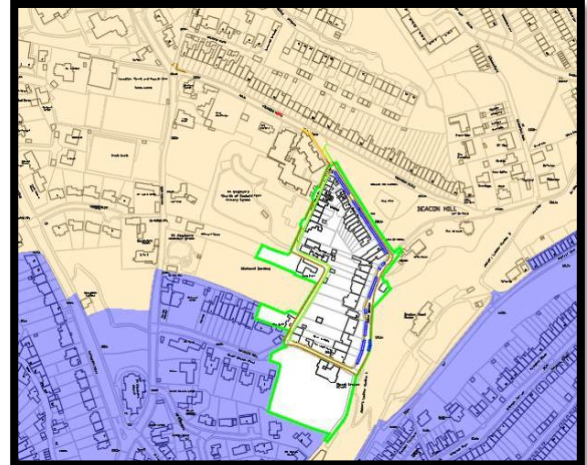
1.3 Revised Parking Zone

As part of the changes to the Beacon 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 new Zone for comparison.

Figure 1.1: Original Proposed Zone



1.2: Revised 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 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 Beacon Hill area of Bath only.

2.4 Response

2.4.1 Respondent location

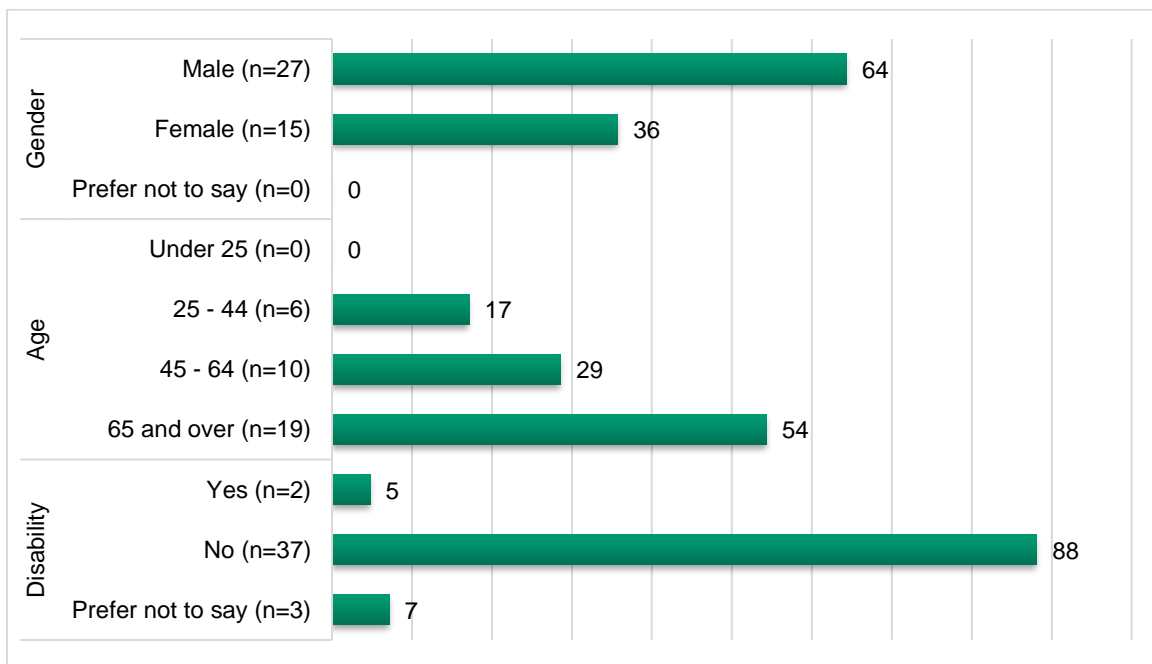
In total, there were 96 responses to the proposed Residents Parking Zone. All of these came through the online questionnaire.

30 responses were from within the proposed Zone with a further 60 from outside the area, six 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=42 (Gender and Disability) n=35 (Age) NB:54 did not give any of this information

3. Analysis of Proposals

3.1 Level of support for the proposals

Out of the 96 people responding to the survey, 12 people either support or partially support the revised proposal (12%). 84 out of those 96 people object to it (88%).

Out of the 30 people responding to the survey who also live in the zone, 4 people support it (13%), while 26 object to it (87%).

Of the 60 people responding to the survey who do not live in the zone, 7 either support or partially support it (12%) and 53 object to it (88%).

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	10	10	4	13	5	8
Partially support	2	2	-	-	2	3
Object	84	88	26	87	53	88
Total	96	100	30	100	60	100

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	8	7	7	8	1	4
	Partially support	7	6	3	3	4	17
	Total	113	100	89	100	24	100
New	Support	10	10	4	13	5	8
	Partially support	2	2	-	-	2	3
	Total	96	100	30	100	60	100

Indicative comparison:

- 13% of all respondents and 11% of those living in the zone supported or partially supported the original plan
- 12% of all respondents and 13% 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, 84 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 a small number of 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	52	23	27
The previous proposal was unanimously voted against, unfair to have another consultation on the issue.	42	15	24
Introduction of RPZ would just move problem to other streets	31	6	24
Permits are an additional expense / too expensive	26	17	8
RPZ doesn't address the issue of local school parking problems	17	6	9
Unfair on visitors	13	6	6
Council criticism / money making scheme	11	5	5
Cost of living crisis mentioned	9	6	2
Issues with signage, lines, aesthetics	8	7	1
RPZ will not reduce the number of cars / guarantee a space	7	3	3
Don't support the new boundary / changes to the RPZ	7	4	3
Scheme is a waste of council money	6	2	4
The RPZ will reduce the number of parking spaces	5	2	3
Unfair that cost of permit based on vehicle emissions	3	2	1
Concern that it wouldn't be managed properly	3	1	2
RPZ would negatively affect elderly / disabled residents	3	0	2
Concern that ineligible for permits / visitor passes	2	1	1
Unable/ not always possible to use active transport / public transport	2	0	2
Oppose the introduction of RPZ (General)	1	0	1
Scheme doesn't help the environment	1	0	0
Too Short notice	1	0	1
Concern that residents won't be able to use the technology needed to administer the scheme	1	0	1
Directly impacts local businesses / amenities in the RPZ	1	0	1

Will cause residents / businesses to move out of the area / make it less desirable	1	1	0
Unfair on local workers	1	1	0
Unfair on those who suffer with ill health/ mobility	1	0	1
Base	84	26	54

52 respondents (23 from those who live in the Zone) said they did not experience any problems parking and felt that the RPZ was unnecessary. In addition, 31 respondents (6 from within the zone) felt that the introduction of the Zone would simply move the problem to other streets.

“There is no parking problem – spaces for residents are almost always available.” (Object)

“Restrictions are unnecessary and detrimental. At present it is always possible for Local Residents to park, even if this is not directly outside one’s house.” (Object)

“The current situation, though busy around school pick up and drop off times, largely works well for local residents.... All that introducing permits for the suggested area would do would be to push parking onto Richmond Place where there would be no restrictions, creating additional pressures.” (Object)

“RPZ’s do not solve parking problems – just move them further up the road. But Mount Beacon doesn’t really have a parking problem and is quite relaxed at weekends and during school holidays.” (Object)

A total of 42 respondents (15 from those who live in the Zone) stated they were unhappy about the consultation going ahead because the previous consultation on the issue had found that 87% of respondents had objected to it.

“Why is this still being proposed when 87% of people objected? Really annoying to feel like it hasn’t been listened to.” (Object)

“I objected to the proposals in June and have not changed my mind since. The majority, that it 87% of us that previously responded objected to the residents parking proposal, so I ask you, why is this going any further? We do not want residents parking.” (Object)

“These proposals are still as unnecessary as the original proposals. Parking is generally not a problem in this area as the overwhelming respondents to the first survey made very clear. Only 13% were in favour! We are supposed to live in a democracy.” (Object)

26 respondents (seventeen from those who live in the Zone) said that permits were an additional expense or too expensive. In addition, nine respondents mentioned the cost of living crisis.

“The proposed Mount Beacon parking zone raises costs for local people and their guests when the cost of living and fuel etc are all rising.” (Object)

“We have two cars, and the cost of the scheme will be significant, especially at a time when the cost of living is a problem.” (Object)

3.2.2 Supporting the proposal

Overall, 14 respondents gave a comment in support of the proposal. The most common reasons for support mentioned by respondents are shown in **Table 4**.

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
Parking issues caused by commuters	8	3	5
Support the RPZ as current parking is bad in the area	7	4	3
Support new inclusions / amendments to the RPZ	2	1	1
Supports active travel	2	0	1
RPZ improves parking for residents	2	0	2
Improves traffic flow in area	2	0	2
RPZ doesn't extend far enough	1	1	0
Base	14	4	9

The theme that was mentioned most often with 8 respondents, of whom 3 live in the area, was that they felt commuters were taking up parking spaces in the area, along with 7 comments that current parking is bad in the area.

“The revised area of Beacon Road, Mount Beacon and Richmond Lane suffer from day parked cars either from people parking to walk into the centre of Bath or from staff and visitors to the local school.” (Support)

“Commuter’s parking in Mount Beacon often prevent residents from finding a space in the road to park.” (Support)

“I totally support the RPZ proposed for the reduced area of Beacon Common.... The smaller area is most affected by lack of residents parking and non-residents parking during the day and at weekends”. (Support)

3.2.3 Suggestions for changes to proposals

A total of 18 respondents made suggestions for improving the proposal. The most often mentioned suggestions by respondents are shown in **Table 5**.

Table 5: Count of comments making suggestions about the proposals

	All respondents	Live in Parking Zone	Live outside Parking Zone
	N	N	N
The parking issue is at school drop off / pick up time	13	5	6
Make the RPZ free for residents	3	2	1
Suggested other timeframe for RPZ e.g.9am-9pm / not weekends	1	0	1
More dual use spaces	1	1	0
Permits should be more affordable / discounts for less well off	1	0	1
Base	18	7	9

The most frequent comment mentioned by thirteen respondents (five within the zone) was that parking was only an issue at school pick up / drop off time and that the Zone is not needed if this problem was resolved.

“Has there been any study of the impact of school staff and visitors who are drivers in this locality? What could the school do to alleviate any congestion.” (Object)

“The report highlighted the problems with pinch points when pupils drop off and pick up family members. Possibly a discussion to be had with the school. For me it is simply a short time of the day when there is inconvenience.” (Object)

“St Stephens School clearly does generate traffic in the area but it is shut for 4 months of the year. The draft TRO would apply 365 days of the year which also feels disproportionate. Moreover, no evidence had been presented of attempts by the council to work with the school to minimise traffic / parking, which surely must be a first step.” (Object)

3.2.4 Local area comments

In total there were 15 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
Extend the zone to Richmond Lane	8
Scheme will cause conflict with neighbouring residents	2
Include Richmond Place	2
RPZ will increase congestion around St Stephens School	1
Don't include Richmond Lane	1
A zone that covers one side of Beacon Hill common will have impacts	1
Mount Beacon should be removed	1
Base	16

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