

# Lambridge - Residents Parking Zone Proposals

## Informal Consultation Outcome Report

Bath & North East Somerset Council

December 2025

## Quality information

<b>Prepared by</b>	<b>Checked by</b>	<b>Verified by</b>	<b>Approved by</b>
WW Principal Consultant	HH Associate Director	NR Associate Director	HH Associate Director

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Prepared for:

Bath & North East Somerset Council (B&NES)

Prepared by:

WW  
Principal Consultant

AECOM Limited  
3 Rivergate  
Bristol BS1 6EW  
United Kingdom  
aecom.com

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# 1. Introduction

## 1.1 Background: Overview of the consultation

Bath & North East Somerset Council has been developing a scheme to introduce a Residents' Parking Zone (RPZ) in the Lambridge area of Bath, which is being proposed with the support of local ward councillors.

The proposals were available online throughout the consultation period at [www.bathnes.gov.uk/LambridgeRPZ](http://www.bathnes.gov.uk/LambridgeRPZ).

## 1.2 The consultation

An informal consultation with members of the public in the affected area which included schools, places of worship and local businesses, was undertaken from Friday 17<sup>th</sup> October 2025 to 5pm on Friday 14<sup>th</sup> November 2025. This represents the initial consultation stage. A further stage will follow in the form of a formal Traffic Regulation Order (TRO) consultation.

The informal consultation consisted of an information pack which was sent out to 1,952 properties in the area, including an outline of the proposed RPZ area and information on how RPZs work, and preliminary designs showing the proposed bays, were made available online on the council's website. Those wishing to issue a response to the consultation could do so via the online consultation survey, or via email. The survey was also available in paper format on request. Full contact details including a telephone number were promoted on the letter pack and on the council's web page.

The consultation was also publicised via a press release to news outlets on 17 October 2025, the council's social media platforms, and on the Bath & North East Somerset Council's Newsroom.

On launch, the council sent copies of the consultation materials to the Student Community Partnership (to share and discuss with the student population in this area), and to the local housing associations with properties in the zone (to help promote the proposals and the consultation event).

The council also emailed key stakeholders in the zone, including identified businesses, schools and places of worship, to raise awareness of the consultation and invite queries via email or phone. On the 30 October, council officers visited several of the key stakeholders to answer queries directly, invite businesses to the consultation event, or to arrange a meeting with officers to discuss their parking needs.

An in-person consultation event was held at New Oriel Hall, Brookleaze Buildings, BA1 6RA on Tuesday 4<sup>th</sup> November 2025 between 3pm and 7pm. At the event, a local business group also attended with a stand and supporting materials which were representing the view against an RPZ in the area. They were also promoting their own survey.

After the consultation event, advisors followed up with schools within the zone to invite their feedback.

This report presents the responses to the council's online/printed consultation survey.

To ensure an unbiased interpretation of the responses received, AECOM Ltd 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 postcode data provided

## **1.3 The questionnaire**

Bath & North East Somerset Council designed and hosted the questionnaire on the Bath & North East Somerset Council consultation portal. The consultation was open to all and, therefore, respondents were self-selecting. 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, or by emailing officers. The questionnaire enabled respondents to state their level of support for the RPZ and their reasons. It also allowed the council to gather other useful information about, for example, their access to off-street parking, the number of vehicles they own, their experiences of parking in the area and in what capacity they were responding (e.g. as a resident or visitor).

### **1.3.1 Report Format**

A large volume of data was received and therefore the following chapters summarise the main findings and highlight differences between groups. Following this introduction:

- Chapter 2: describes the methodology used
- Chapters 3 & 4: detail the key findings from the consultation

## 2. Methodology

### 2.1 Receiving Responses

Responses were received via the consultation questionnaire hosted on the Bath & North East Somerset Council portal. To ensure inclusivity, Bath & North East Somerset Council accepted responses via email and the hard copy questionnaire as well as the online portal.

### 2.2 Thematic coding

All free-text responses were analysed and key themes and topics drawn out to allow for meaningful analysis.

Key themes are quantified and shown in tabular and graph formats where appropriate.

### 2.3 Analysis and reporting

The consultation was open to all and respondents were therefore self-selecting. This, coupled with the fact respondents could often 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 proposed 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”.

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. With regards to duplicate responses, there were 15 responses which were identified as being repeats of previous responses. In these instances, an individual’s latest response was taken as their official response to the consultation. The response was only classified as a duplicate where the respondent provided the same name, email address and the same respondent category. For example, if a couple have provided a response under the same email but have different names, this is not counted as a duplicate.

Statistical significance testing was completed. Where results are reported as different between sub samples (those living in or near the zone, those visiting, and businesses/organisations in or near to the zone), this means the differences are statistically significantly different.

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 Lambridge area of Bath only.

## 2.4 Response

### 2.4.1 Respondent location

In total, there were 739 responses to the proposed Resident's Parking Zone consultation in relation to the new zone in the Lambridge Area of Bath. Of these responses:

- **624** live in or near to the proposed zone
- **76** visit the area in or near to the proposed zone
- **39** work or run a business/organisation in or near to the proposed zone

In terms of where respondents live, due to the fact respondents could choose which of the questions they answered, 623 responded to this question.

- **455** (73%) live inside the proposed zone
- **164** (26%) live outside the proposed zone but near to the boundary
- **3** (0.5%) live elsewhere in Bath
- **1** (0.2%) lives outside Bath

One respondent did not answer this question because they had selected 'something else' in the survey, therefore survey logic routed them past this question. As they had commented they both live and work in the proposed zone they were considered to be a resident.

### 2.4.2 Respondent profile

Respondents were asked if they would answer equality monitoring questions, 335 of the 739 respondents agreed to this (45%). The responses to all the equality monitoring questions are provided in **Appendix A**.

**Table 1: Age Group**

Age Group	Number	Percent
Under 25	5	2
25 to 34	20	7
35 to 44	31	11
45 to 54	61	21
55 or over	167	59
<b>Total</b>	<b>284</b>	<b>100</b>

Of the 334 respondents who responded, 55.7% (186) identified as female, 42.5% (142) as male, and 1.8% (6) preferred not to say; one respondent did not answer this question.

**Table 2** shows of those who completed the equality monitoring questions, there was a split of responses by gender (52% female and 46% male).

**Table 2: Gender**

Gender	Number*	Percent
Female	186	56
Male	142	43
Prefer not to say	6	2
<b>Total</b>	<b>334</b>	<b>100</b>

\*One respondent did not answer this question

### 2.4.3 Respondent physical or mental health conditions

Of the 335 who responded that they were happy to answer the equality monitoring questions, 18% stated they had a physical or mental health condition which is expected to last 12 months or more.

**All respondents** were asked if the household they lived in had a valid blue badge holder, of which 6% (n=35) had a badge.

### 2.4.4 Residency of all respondents

**Table 3** shows most respondents were residents (84% or n=624), with 10% (n=76) regular visitors and 5% (n=39) who were responding as a business or organisation representative.

**Table 3: Capacity each respondent is providing response**

Type of respondent	Number	Percent
Resident	624	84
Business or organisation representative	76	10
Regular visitor	39	5
<b>Total</b>	<b>739</b>	<b>100</b>

Respondents who live within the Zone were asked about the type of accommodation they occupy, their access to vehicles and parking. This is summarised in the tables in **Appendix B**.

Most respondents live in a terraced house or bungalow (55%). 27% of respondents live in a semi-detached house or bungalow.

Most respondents state having two people in their household (34%). There are also notable amounts of those with one person (19%), three people (17%) and four people (25%).

63% of respondents do not have access to private off-street parking. Of those that went on to answer how many vehicles can be parked on private off-street spaces, 143 (23%) stated one vehicle.

Most businesses/organisations (those who selected "I work or run a business organisation in or near to the proposed zone") state not having private off-street

parking available (78%). The majority therefore also chose 'Not applicable' when asked about the number of cars which could be parked in those spaces.

281 respondents (45%) stated a need for one parking space. 226 respondents (36%) stated a need for two parking spaces.

Businesses/organisations mostly require 1-5 spaces on an average day (57%). 10 (27%) responded stating 6-10 spaces were required on an average day.

Many businesses/organisations state they regularly receive customers, clients or visitors who require parking as part of their visit (95%).

## 3. Analysis

### 3.1 Parking issues

Respondents were also asked a series of questions regarding current perceived issues with parking in the area as well as current parking habits for those visiting. These questions and responses are summarised in this section.

**Table 4: I find it difficult to find a parking space near my home, business or as a visitor to the local area**

	I live in or near the proposed zone N	I visit the area in or near the proposed zone N	I work or run a business/ organisation in or near the proposed zone N	Total N
Strongly agree	100	5	8	113
Agree	63	10	6	79
Neither agree nor disagree	66	13	6	85
Disagree	126	29	9	164
Strongly disagree	240	16	9	265
Not applicable	29	3	1	33
<b>Total</b>	<b>624</b>	<b>76</b>	<b>39</b>	<b>739</b>

Of the 192 (26%) respondents who agreed it is **difficult to find a parking space near their home, business or places visited**; almost all 163 (85%) were residents.

Of those who **live in the zone**, 126 respondents (20%) disagree and 240 respondents (38%) strongly disagree that it is difficult to find a parking space near their home, business or places visited i.e. 366 respondents (58%) in total disagree that it is difficult to find parking.

For those **visiting the area** in or near to the zone, 29 respondents (38%) disagree and 16 respondents (21%) strongly disagree that it is difficult to find a parking space near their home, business or places visited i.e. In total, 45 respondents (59%) disagree that it is difficult to find parking.

**Table 5: I witness commuters parking in the area before walking to work or travelling into the city centre**

	I live in or near the proposed zone N	I visit the area in or near the proposed zone N	I work or run a business/ organisation in or near the proposed zone N	Total N
Strongly agree	126	2	6	134
Agree	68	4	1	73
Neither agree nor disagree	77	19	8	104
Disagree	105	17	7	129
Strongly disagree	233	18	14	265
Not applicable	15	16	3	34
<b>Total</b>	<b>624</b>	<b>76</b>	<b>39</b>	<b>739</b>

With regards to witnessing commuters parking in the area and walking to work or travelling into the city centre, respondents were asked to what extent they agreed that this was something that they witness.

Of the 207 (28%) respondents who agreed they **observed commuter parking in the area**; almost all 194 (94%) were residents.

Of those who **live in or near to the proposed zone**, 105 (17%) disagree and 233 (37%) strongly disagree with the statement that they witness commuter parking, i.e. in total, 338 (54%) disagree. 68 (11%) agree and 126 (20%) strongly agree that they witness commuters parking i.e. a total of 194 (31%) agreed.

Of those who **visit the area in or near to the proposed zone**, 17 (22%) disagree and 18 (24%) strongly disagree i.e. 35 respondents in total (46%) disagree with the statement. 6 respondents in total (8%) either agree or strongly agree.

**Table 6: I witness anti-social parking**

	I live in or near the proposed zone N	I visit the area in or near the proposed zone N	I work or run a business/organisation in or near the proposed zone N	Total N
Strongly agree	126	4	5	135
Agree	104	7	4	115
Neither agree nor disagree	67	12	8	87
Disagree	126	28	6	160
Strongly disagree	189	18	13	220
Not applicable	12	7	3	22
<b>Total</b>	<b>624</b>	<b>76</b>	<b>39</b>	<b>739</b>

Of the 250 (34%) of respondents who agreed they **observed anti-social parking in the area**; almost all 230 (92%) were residents.

**Table 7: I see vehicles circling the area in search of somewhere to park**

	I live in or near the proposed zone N	I visit the area in or near the proposed zone N	I work or run a business/organisation in or near the proposed zone N	Total N
Strongly agree	107	5	3	115
Agree	67	12	12	91
Neither agree nor disagree	83	19	4	106
Disagree	145	22	7	174
Strongly disagree	213	16	10	239
Not applicable	9	2	3	14

<b>Total</b>	<b>624</b>	<b>76</b>	<b>39</b>	<b>739</b>
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Of the 206 (28%) respondents who witnessed **vehicles circling the area in search of somewhere to park**; 206 (84%) were residents.

358 (57%) of those **who live near or within the proposed zone** disagree to an extent that they witness vehicles circling the area in search of somewhere to park.

38 (50%) of those **visiting the area or near to the area** disagree to some extent with the statement, and 19 (23%) agree with it.

**Table 8: There is not adequate parking reserved for people with disabilities or who hold Blue Badges**

	<b>I live in or near the proposed zone N</b>	<b>I visit the area in or near the proposed zone N</b>	<b>I work or run a business/ organisation in or near the proposed zone N</b>	<b>Total N</b>
Strongly agree	32	5	0	37
Agree	52	4	8	64
Neither agree nor disagree	191	33	11	235
Disagree	111	13	9	133
Strongly disagree	150	7	6	163
Not applicable	88	14	5	107
<b>Total</b>	<b>624</b>	<b>76</b>	<b>39</b>	<b>739</b>

When asked about the availability of parking reserved for people with disabilities, **261 (42%)** of those **living in or near to the proposed zone area** disagreed with the statement that there **is not** adequate parking reserved for people with disabilities whilst 84 (**13%**) agree.

**20 (26%)** of **visitors to or near to the proposed zone area** disagree that there is not enough parking for people with disabilities, while **9 (12%)** agree with the statement that there is not enough.

**15 (38%)** of **businesses and organisation responding** disagree with the statement that there is not enough parking for people with disabilities whilst 8 (**21%**) agree.

**Table 9: Reasons for visiting the area (those who answered ‘visit the area in or near the proposed zone’)**

Question: Please tell us the main reason for visiting the proposed zone

	<b>Count</b>
To visit shops or commercial services	41
To visit community venues or services	13
To visit residents	12
To visit leisure activities e.g. parks	5
To drop or collect children to/ from school	2
To provide unpaid care to a resident	1
Something else	1
To deliver goods/ services to properties in the area	0
<b>Total</b>	<b>75</b>

**Table 10: Parking habits (those who answered ‘visit the area in or near the proposed zone’)**

Question: Where do you typically park when visiting the proposed zone?

	<b>Count</b>
On street	68
In a public car park	5
Not applicable	2
In a private car park or driveway	0
<b>Total</b>	<b>75</b>

Visiting shops or commercial services was the main reason to visit the area for 41 out of 75 visitors. Visiting community venues or services (n=13) and visiting residents (n=12) were the two other main reasons.

When visiting, 68 of these 75 respondents (91%) typically park on the street.

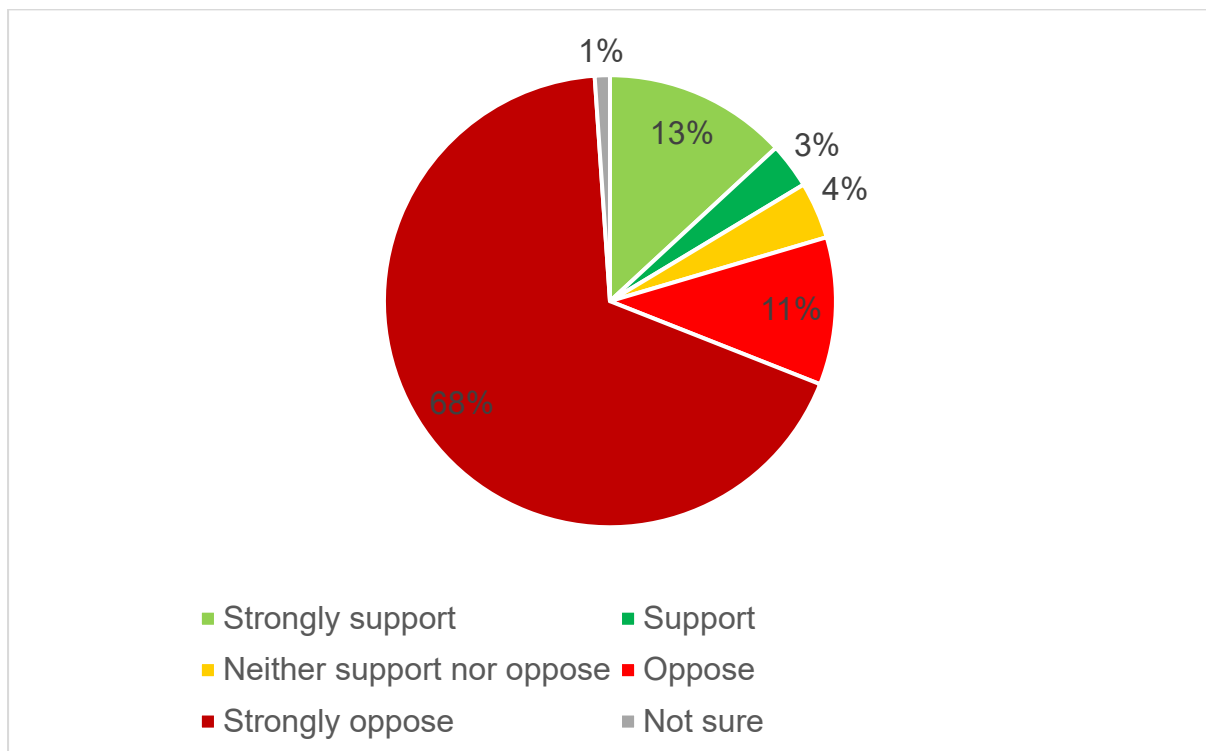
Respondents were also asked about specific issues via a series of questions which are summarised in tables below.

## 3.2 Proposed Scheme Support/Opposition

Respondents were asked to what extent they supported or opposed the proposed introduction of an RPZ in the area and their reasons for opposing or supporting the scheme. This is summarised below.

Overall, 580 (79%) of all 739 respondents oppose or strongly oppose the proposals, 121 (16%) support or strongly support the proposal, and 30 (4%) neither support nor oppose the proposals. This is shown diagrammatically below.

**Figure 3.1 Overall Response Category**



*Base: n=739 residents who responded, n=624 live in or near the zone; n=76 who visit the area; n=39 who work or run a business in the area.*

For those who live in or near to the proposed zone area (624 respondents):

- 93 (15%) **strongly** support the proposals
- 23 (4%) **support** the proposals
- 26 (4%) **neither support nor oppose** the proposals
- 59 (9%) **oppose** the proposals
- 417 (67%) **strongly oppose** the proposals
- 6 (1%) **are unsure**

For those visiting the area in or near to the proposed zone area (76 respondents):

- 3 (4%) **strongly support** the proposals
- 1 (1%) **supports** the proposals
- 4 (5%) **neither support nor oppose** the proposals

- 14 (18%) **oppose** the proposals
- 53 (70%) **strongly oppose** the proposals
- 1 (1%) **is unsure**

For business and organisational respondents (39)

- 1 (3%) **strongly supports** the proposals
- 5 (13%) **oppose** the proposals
- 32 (82%) **strongly oppose** the proposals
- 1 (3%) **is unsure**

**Table 11: To what extent do you support or oppose the introduction of an RPZ in this area?**

	I live outside the proposed zone, but near the boundary N	I live inside the proposed zone N	I live elsewhere in Bath N	I live outside of Bath N	Total N
Strongly support	4	88	1	0	93
Support	7	15	0	1	23
Neither support nor oppose	13	13	0	0	26
Oppose	23	36	0	0	59
Strongly oppose	115	299	2	0	416
Not sure	2	4	0	0	6
<b>Total</b>	<b>164</b>	<b>455</b>	<b>3</b>	<b>1</b>	<b>623</b>

Off the 455 respondents who live inside the proposed zone 335 (74%) oppose or strongly oppose the proposals, 103 (23%) support or strongly support the proposal, and 13 (3%) neither support nor oppose the proposals.

### 3.3 Response Reasoning

This section describes the findings from the RPZ engagement survey.

#### 3.3.1 Reasons for supporting the RPZ

Those who supported or strongly supported the scheme were invited to elaborate on the reasoning for this. 121 respondents responded to this question which is outlined below.

**Table 12: Which of the following, if any, are your reasons for supporting the introduction of an RPZ in this area?**

	<b>Total N</b>
Commuters who park but don't live in the area are taking up the limited parking spaces	96
There will be more orderly parking	88
I find it difficult to park near my house	86
It will reduce traffic in street	76
It will improve the environment locally by improving air quality, noise and road safety	72
I find it difficult to find a parking space when visiting residents/businesses/shops/organisations in the area	21
Something else	11
<b>Total</b>	<b>121</b>

*This question allowed respondents to select multiple options, therefore the number of options selected exceeds the number of respondents.*

For those who live near or within the proposed zone area, common reasons for support were **finding it difficult to park near their property, commuters taking up parking spaces** and that the **scheme would increase orderly parking**. This is broadly similar for those visiting the area or near to the area. Only one business/organisation responded to this question.

### **3.3.2 Other reasons provided for supporting the RPZ**

Respondents were given the opportunity to submit free text responses for 'additional comments' following the questions above relating to support or opposition for the scheme and the reasoning for their stance.

Several key themes have been identified and are summarised below:

#### **Support for RPZ (104 mentions)**

Some residents strongly support the introduction of an RPZ to reduce commuter parking and improve safety.

*"I would love this to ease traffic at rose hill car park and around rose hill in general. The noise and air pollution has increased so much in the last year that I hope this will make it better."*

*"I generally agree with the idea of the RPZ and the effect it will hopefully have in reducing per-household vehicles."*

*"Timings need review to include weekends as lots of visitors and tourists park at the weekend and walk in to avoid city centre parking charges"*

### 3.3.3 Reasons for opposing the RPZ

Those who did not support the scheme were also given an opportunity to choose all of the reasons why they did not support the scheme proposals. This is outlined below. This question allowed respondents to select multiple options, therefore the number of options selected exceeds the number of respondents.

**Table 13: Which of the following, if any, are your reasons for opposing the introduction of an RPZ in this area?**

	Total N
I think an RPZ would negatively affect visitors or businesses in the proposed zone	477
I can usually find parking on the streets within the proposed zone	357
I'm concerned about the cost of permits	330
I'm concerned that people who can no longer park in the proposed zone will park on my street instead	124
I currently park on these streets but would not be eligible for a permit because I don't live in the proposed zone	90
Something else	87
I need to park more vehicles on the street than I'd be allowed permits for	66
I don't need to park on the street	17
<b>Total</b>	<b>581</b>

*This question allowed respondents to select multiple options, therefore the number of options selected exceeds the number of respondents.*

For those who live in or near to the proposal area, the most common reasons for opposing the scheme is that **an RPZ would negatively impact visitors or businesses in the proposed zone**, that **they can usually find parking on the streets within the proposed zone** and that **they are concerned about the cost of permits**. This is broadly similar for those visiting the area or near the area.

These responses are also most common for the business/organisations who responded to this question. 37% of businesses/organisations indicated that they did not support the introduction of an RPZ because they currently park on the affected streets but would not be eligible for a permit because they do not live in the zone.

### 3.3.4 Themes opposing the RPZ

Key themes have been drawn out of these comments to build a picture of the points/issues raised.

Several key themes have been identified and are summarised below:

- **Alternative solutions (486 mentions)**
  - Strong calls for Park and Ride and improved bus services as well as better public transport generally instead of an RPZ.
  - Some suggestions for cycling infrastructure and traffic calming.
- **Impact on businesses (267 mentions) of which 31 were businesses**
  - Concerns that an RPZ will harm local shops, cafes garages, and community venues.
  - Fear of reduced footfall and accessibility for customers.
- **Visitor parking (208 mentions) of which 94 were visitors to the area**
  - Worries about lack of short-stay spaces for visitors, carers and tradespeople.
  - Requests for dual-use bays or visitor permits.
- **Cost concerns (160 mentions)**
  - Many consultees see RPZ as a ‘money-making scheme’.
  - Complaints about permit fees, especially during the cost-of-living crises.
- **Opposition to RPZ (88 mentions)**
  - Many respondents believe RPZ is unnecessary, unfair, or will create new problems.
  - Frequent use of terms like “scrap”, “ridiculous”, “cash grab”.

### 3.3.5 Design suggestions for the RPZ

There was an opportunity for respondents to select what changes, if any, they would make to the RPZ.

These responses are summarised in the following table.

**Table 14 Which of the following changes, if any, would you like to see made to the design or the proposed RPZ?**

	<b>Total N</b>
None of the above	330
More dual-use bays	165
Custom response	150
More permit holder only bays	87
Fewer permit holder only bays	86
More limited-waiting-only bays	68

More bays for Blue Badge holders	43
Fewer dual-use bays	21
Fewer limited-waiting-only bays	20
Different scheme such as residents parking between 11-12 only	1
<b>Total</b>	<b>739</b>

*This question allowed respondents to select multiple options, therefore the number of options selected exceeds the number of respondents.*

In the final question, respondents were also given the opportunity to submit further comments on what changes, if any, they would like to see to the design of the RPZ. This response was in a free text format.

Key themes have been drawn out of these comments to build a picture of the points/issues raised. These are summarised below:

- **Zone extent / boundary design issues (13 mentions)**
  - Requests to include/exclude specific roads (e.g., Hampton View, Fairfield Park, Gloucester Road); views that the northern extent is “too wide”.
- **Spillover/displacement risk (10 mentions)**
  - Fear of pushing parking into adjacent, currently unrestricted streets.
- **Bay type preferences (permit-only / dual-use / limited-waiting / Blue Badge) (10 mentions)**
  - Location-specific requests for more dual-use and limited-waiting near shops; permit-only on pressure streets; extra Blue Badge bays.
- **Anti-social/pavement parking & road safety (6 mentions)**
  - Footway obstruction and poor visibility near Larkhall Square; ideas include one-side parking and clearer markings/crossings.

### 3.3.6 General comments about the proposed RPZ and the engagement

Key themes have been drawn out of the comments to build a picture of the points/issues raised. These are summarised below:

- **Environmental considerations (59 mentions)**
  - Mixed views: some see RPZ as a way to reduce emissions, others argue it won't help without better public transport.
- **Enforcement issues (49 mentions)**
  - Concerns that existing restrictions aren't enforced.
  - Fear that RPZ will fail without proper policing.

## Appendix A Equality monitoring response

All respondents were invited to complete the equality monitoring questions at the end of the engagement survey and 335 respondents said they they were happy to do so. 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”.

The outcomes to these questions are shown in the tables below. Respondent age and gender were provided in the main body of the report.

**Table A1: Ethnic group**

<b>Ethnic group</b>	<b>Number</b>	<b>Percent</b>
White	315	94
Asian or Asian British	4	1
Mixed or multiple ethnic groups	4	1
Other ethnic group	2	1
Prefer not to say	9	3
<b>Total</b>	<b>334</b>	<b>100</b>

**Table A2: Physical, mental health conditions or illness lasting, or expected to last, 12 months or more**

<b>Physical, mental or illness lasting 12 months or more</b>	<b>Number*</b>	<b>Percent</b>
Yes	59	18
No	246	74
Prefer not to say	27	8
<b>Total</b>	<b>332</b>	<b>100</b>

**Table A3: Marital or civil partnership status**

<b>Marital or civil partnership</b>	<b>Number</b>	<b>Percent</b>
Married	201	60
In a registered civil partnership	5	1
Separated, but still legally married	55	16
Widowed	33	10
Divorced	16	5
Prefer not to say	24	7
<b>Total</b>	<b>334</b>	<b>100</b>

**Table A4: Religious affiliation**

<b>Religious affiliation</b>	<b>Number*</b>	<b>Percent</b>
Buddhist	3	1
Christian	109	33
Jewish	1	0
Any other religion	5	2
No religion	190	57
Prefer not to say	24	7
<b>Total</b>	<b>332</b>	<b>100</b>

**Table A5: Sexual orientation**

<b>Sexual orientation</b>	<b>Number*</b>	<b>Percent</b>
Heterosexual or straight	300	91
Gay or lesbian	3	1
Bisexual	2	1
Celibate	1	0
Prefer not to say	25	8
<b>Total</b>	<b>331</b>	<b>100</b>

**Table A6: Care experienced**

<b>Care experienced</b>	<b>Number*</b>	<b>Percent</b>
Yes	1	0
No	331	100
<b>Total</b>	<b>332</b>	<b>100</b>

## Appendix B Data tables - Respondent type and area lived

All respondents were invited to complete the following questions however respondent could choose which of the questions they answered. 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”.

**Table B1: What type of property do you live in?\***

	Number	Percent
Detached house or bungalow	50	8
Semi-detached house or bungalow	168	27
Terraced house or bungalow	340	55
Purpose built block of flats	21	3
Flat, maisonette or shared house	38	6
Flat maisonette or apartment in a commercial building	6	1
Caravan or other mobile or temporary structure	0	0
<b>Total</b>	<b>623</b>	<b>100</b>

\*One respondent did not answer this question

**Table B2: How many people are in your household (including children studying away from home)?\***

	Number	Percent
1	119	19
2	212	34
3	105	17
4	153	25
5	31	5
<b>Total</b>	<b>620</b>	<b>100</b>

\*Four respondents did not answer this question

**Table B3: Access to off-street parking (non-business)**

**Question: Do you have access to a private off-street parking space on your property?**

	Number	Percent
Yes	232	37
No	391	63
<b>Total</b>	<b>623</b>	<b>100</b>

Question: How many cars can be parked in total?

	Number	Percent
1	144	23
2	57	9
3	11	2
4	7	1
5	3	0
6+	4	1
Not applicable	397	64
<b>Total</b>	<b>623</b>	<b>100</b>

**Table B4: Access to off-street parking (business)**

Question: Do you have access to private off-street parking on the business/organisation's property or linked to it e.g. a car park?

	Number	Percent
Yes	7	19
No	29	78
I don't know	1	3
<b>Total</b>	<b>37</b>	<b>100</b>

Question: If you have access to private off-street parking on your business/organisation's property (or linked to it), how many cars can the space accommodate in total?

	Number	Percent
1	2	6
2	1	3
3	2	6
4	1	3
5	0	0
6 to 10	0	0
I don't know	2	6
Not applicable	21	58
10	7	19
<b>Total</b>	<b>36</b>	<b>100</b>

**Table B5: Requirement for parking spaces (on or off property)**

Question: Considering those living at your property and their vehicle ownership, how many parking spaces in total are required (whether on or off the property)?

	Number	Percent
1	281	45
2	226	36

3	47	8
4	23	4
5	3	0
6	1	0
Not applicable	42	7
<b>Total</b>	<b>623</b>	<b>100</b>

### Table B6: Parking spaces required (business)

Question: How many parking spaces in total are required on an average day?

	Number	Percent
1 to 5	21	57
6 to 10	10	27
11 to 15	2	5
16 to 20	1	3
21+	2	5
I don't know	1	3
<b>Total</b>	<b>37</b>	<b>100</b>

### Table B7: Business/Organisation Visitor Parking

Question: Does your business/organisation regularly receive customers, clients or visitors who require car parking?

	Number	Percent
Yes	35	95
No	2	5
I don't know	0	0
<b>Total</b>	<b>37</b>	<b>100</b>

