

# Southdown and Moorlands - Resident Parking Zone Proposal

## Public Engagement Final Report

Bath and North East Somerset Council

October 2025

## Quality information

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# 1. Introduction

Residents in the Southdown and Moorlands area of Bath have reported problems parking on their streets. These problems include difficulty finding spaces near their home and chaotic and anti-social parking behaviours.

It is thought that it is partly due to the introduction of an RPZ in the Oldfield Park and Westmoreland wards, demand for unrestricted parking in the northern areas of Southdown and Moorlands wards has risen. Also, it was worth noting there is a growth in HMOs which may also be a factor.

During this informal engagement, held in June and July 2025, Bath and North East Somerset (B&NES) Council sought feedback on the principle of introducing a residents' parking zone (RPZ) to help address these issues in the Southdown and Moorlands areas of Bath, and presented two options on the size of the proposed zone.

An RPZ is a designated area where on-street parking is controlled and enforced and where eligible residents can buy permits for themselves and for visitors to park in the zone. A mix of parking bays can be provided following consultations with the community, and these are signed and lined on the street.

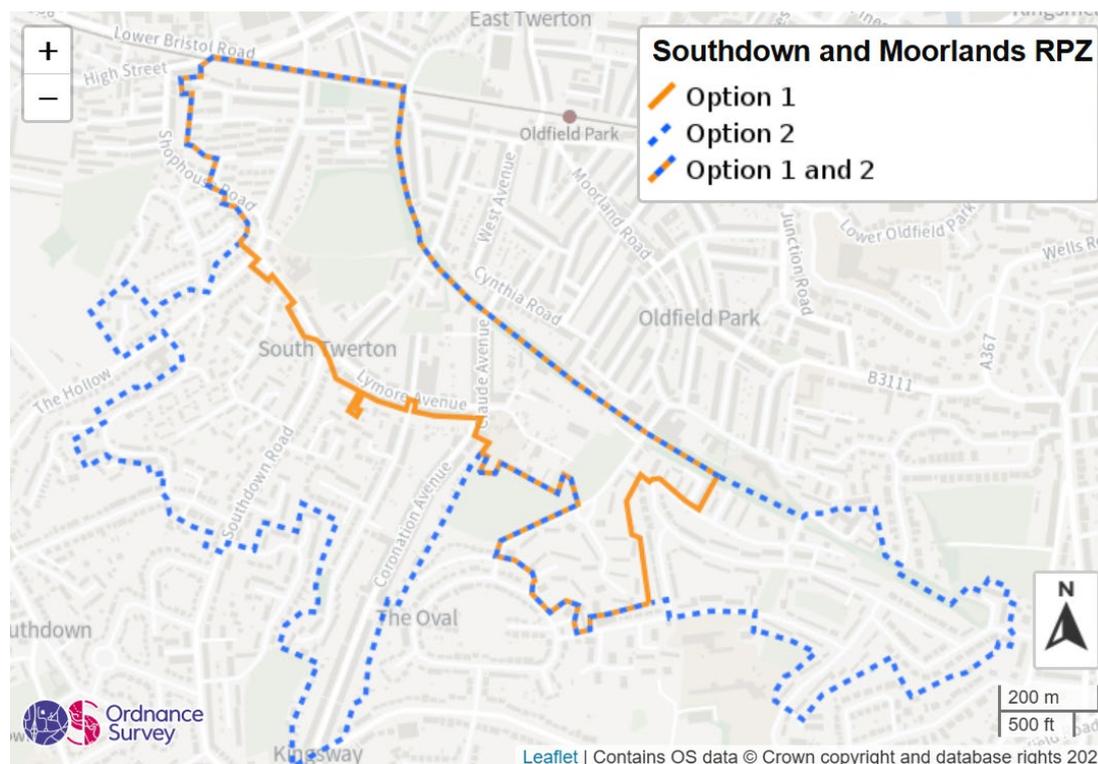
The purpose of this informal engagement was to understand the levels of support or otherwise for an RPZ in the area and to initial gather views on the size of the zone based on two options. The outcomes will inform a decision on whether to progress to designing and formally consulting on a new residents parking zone in the financial year 2026/27

## 1.1 Scheme details

**Figure 1** shows the annotated map of the proposed RPZ with two options:

- Option one: a smaller RPZ incorporating properties within the solid orange line as shown in Figure 1
- Option two: a larger RPZ incorporating properties within both the solid orange and dashed blue lines as shown in Figure 1

**Figure 1: RPZ map of the two proposed options**



Source: <https://www.bathnes.gov.uk/southdown-and-moorlands-area-residents-parking-zone-public-engagement>

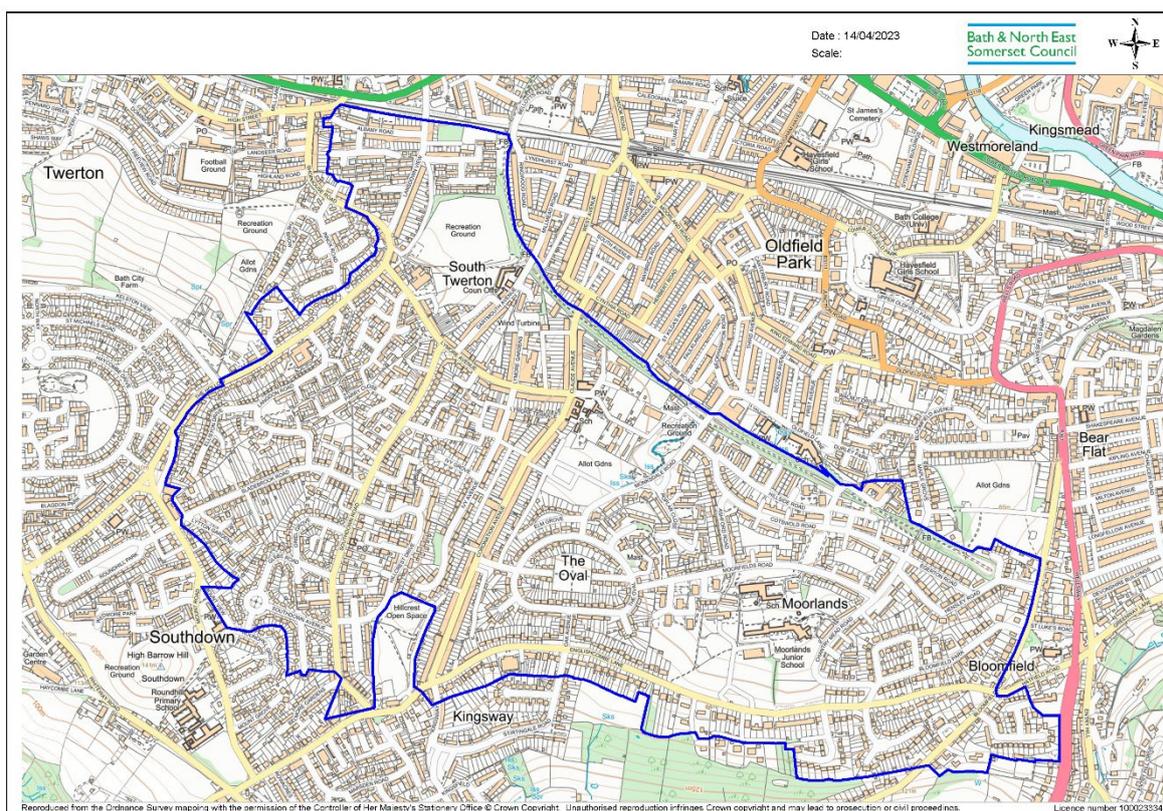
The roads included in each proposed zone were listed in the questionnaire which can be found in **Appendix A**.

## 1.2 The RPZ public engagement

The aims of the RPZ and a full summary of the proposal, including an annotated map (Figure 1) and project timeline, was available on the council's website throughout the public engagement at <https://www.bathnes.gov.uk/southdown-and-moorlands-area-residents-parking-zone-public-engagement>

A letter was sent to 4,140 residential and business addresses within and surrounding the proposed orange and blue areas shown in Figure 1 above. The properties included in this mailing are those within the blue line shown in Figure 2.

**Figure 2: Properties that received a letter about the proposed RPZ**



The letter introduced the engagement, provided a map showing the two boundary options (Figure 1) and directed recipients to the dedicated webpage for more detailed information about the proposal. A leaflet explaining what RPZs are and how they work was also included in the mailing. The leaflet is shown in **Appendix B**. Ward Councillors were provided with a toolkit of materials to share within their networks.

The online survey to support the engagement was available on the council’s website from Monday 23rd June until 5pm on Monday 21st July 2025 with print and alternative formats available on request. As such, the public engagement survey was available to anyone who wished to respond.

At this very early stage of engagement, additional comments were not requested as part of the online survey which primarily featured closed questions (see Section 2.2 below). However, the council accepted additional comments via email and letter. The dedicated project team received 31 emails to the [LN\\_RPZ@bathnes.gov.uk](mailto:LN_RPZ@bathnes.gov.uk) inbox and the main themes from these emails have been included in the report.

### 1.3 Report structure

The structure of the report shows:

- The method of receiving and analysing responses;
- The findings for the level of support to the proposed RPZ;
- Attitudes towards the proposed RPZ from the engagement survey; and
- Email comments summarised to coded themes.

## 2. Methodology

### 2.1 Receiving responses

The RPZ engagement questionnaire was hosted on the council's website <https://www.bathnes.gov.uk/southdown-and-moorlands-area-residents-parking-zone-public-engagement>. To ensure inclusivity, the council also accepted responses via email and hard copy questionnaires. A copy of the questionnaire is provided in **Appendix A**.

### 2.2 Analysis and reporting

The engagement was open to all and therefore respondents were self-selecting and made their own decision on whether to provide a response. This means findings should not be considered representative of the population, either for the proposed RPZ area or Bath and North East Somerset. The purpose of this report is to summarise the views of those who responded and the main reasons why these views were held.

#### Closed questions

Closed questions are those with a set list of possible answers for a respondent to select from to complete their response. For some questions, respondents were able to select 'not applicable' and, on a question-by-question basis, the percentages shown only include those who responded to each question.

Where percentages do not sum to 100% in the main body of the report, this is due to rounding. A \* in a chart denotes less than 0.5%.

#### Email responses

There were no free text questions in the engagement questionnaire, however 31 emails were received. AECOM developed a robust framework to analyse the responses and ensure the frequency and strength of feeling is accurately reported. This process, known as coding, identifies and lists themes based on the comments received. All responses were read and grouped into themes by a professional coder to allow meaningful analysis. Over 10 per cent of each coders work were checked as part of our quality control procedures.

Findings are reported by the number of comments made about each theme. It is important to bear in mind that a single response can include comments in support and in objection to the scheme and raise concerns. A single response could mention more than one theme, and this explains why the number of comments may add up to more than the number of responses. It is important to bear this in mind when interpreting the engagement findings.

### 2.3 Response overview

The response to the engagement was:

- 957 respondents completed the engagement questionnaire.
- 31 emails were received with comments about the RPZ proposal.

Comments provided by email are only included in the free text thematic coding because there were no direct answers provided to any of the engagement questions.

## 2.4 Response profile

Equality monitoring questions were asked as an option in the survey, and half of respondents (51%) agreed to provide them (n=488). The responses to all the equality monitoring questions are provided in **Appendix C**.

Of the 488 respondents who completed the equality monitoring questions, almost half (47%) were aged 55 years-old and 13% were aged under 35-years-old as shown in **Table 1**.

**Table 1: Age group**

Age group	Number*	Percent
<b>Base: All who responded to the equality monitoring questions</b>	<b>429</b>	<b>100</b>
Under 25	13	3
25 to 34	45	10
35 to 44	89	21
45 to 54	82	19
55 or over	200	47

\*59 respondents did not answer this question

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

**Table 2: Gender**

Gender	Number*	Percent
<b>Base: All who responded to the equality monitoring questions</b>	<b>487</b>	<b>100</b>
Female	252	52
Male	223	46
Prefer not to say	12	2

\*One respondent did not answer this question

### 2.4.1 Respondent physical or mental health conditions

Of the 487 who responded to the equality monitoring questions (17%) 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 9% (n=86) had a badge.

### 2.4.2 Residency of all respondents

**Table 3** shows most respondents were residents (94% or n=951), with 4% (n=40) regular visitors and 2% (n=16) who were responding as a business or organisation representative. Of the 16 business representatives, nine were respondents who represented the Curo Group (<https://www.curo-group.co.uk>).

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

Type of respondent	Number	Percent
<b>Base: All respondents</b>	<b>957</b>	<b>100</b>
Resident	901	94
Business or organisation representative	16	2
Regular visitor	40	4

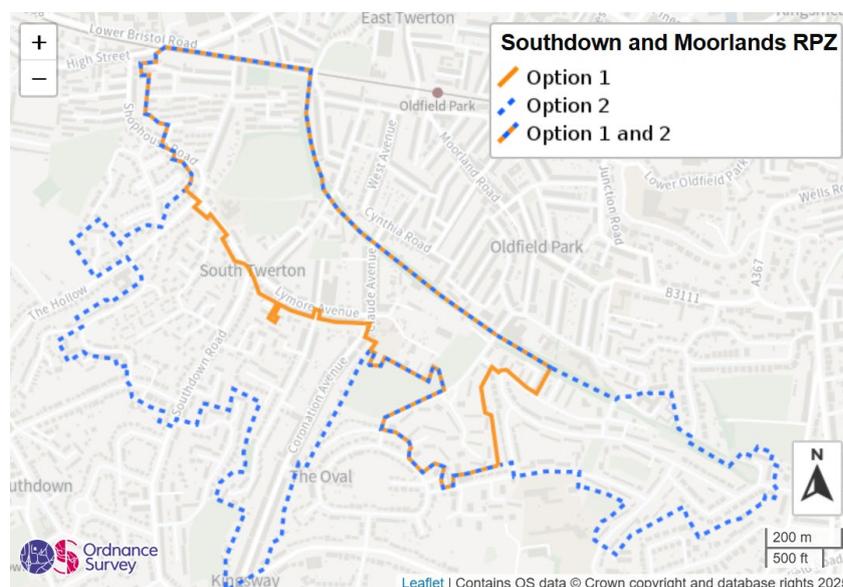
**Table 4** shows the residency of those who provided a response to the RPZ engagement. For ease of reference, **Figure 3** is the same map as Figure 1, showing the two zones.

- A fifth (20%) lived inside the proposed small RPZ outlined in orange in Figure 3.
- Half of the responses lived inside the proposed larger RPZ (51%) but not inside the smaller area (between the blue dotted lines and solid orange line in Figure 3).
- The remaining respondents (29%) lived outside both the smaller and larger RPZ area.

**Table 4: Area in which each respondent lived**

Type of respondent	Number	Percent
<b>Base: All residents</b>	<b>901</b>	<b>100</b>
<b>Option 1: Proposed smaller RPZ</b> I live inside the solid orange line area on the map	180	20
<b>Option 2: Proposed larger RPZ:</b> I live inside the blue line, but outside the orange line	460	51
I live outside both the orange and blue areas	261	29

**Figure 3: RPZ map of the two proposed options**



Source: <https://www.bathnes.gov.uk/southdown-and-moorlands-area-residents-parking-zone-public-engagement>

### 3. Findings

This section describes the findings from the RPZ engagement survey. For the purpose of reporting the findings, the two options have been summarised as the smaller and larger RPZ, as follows:

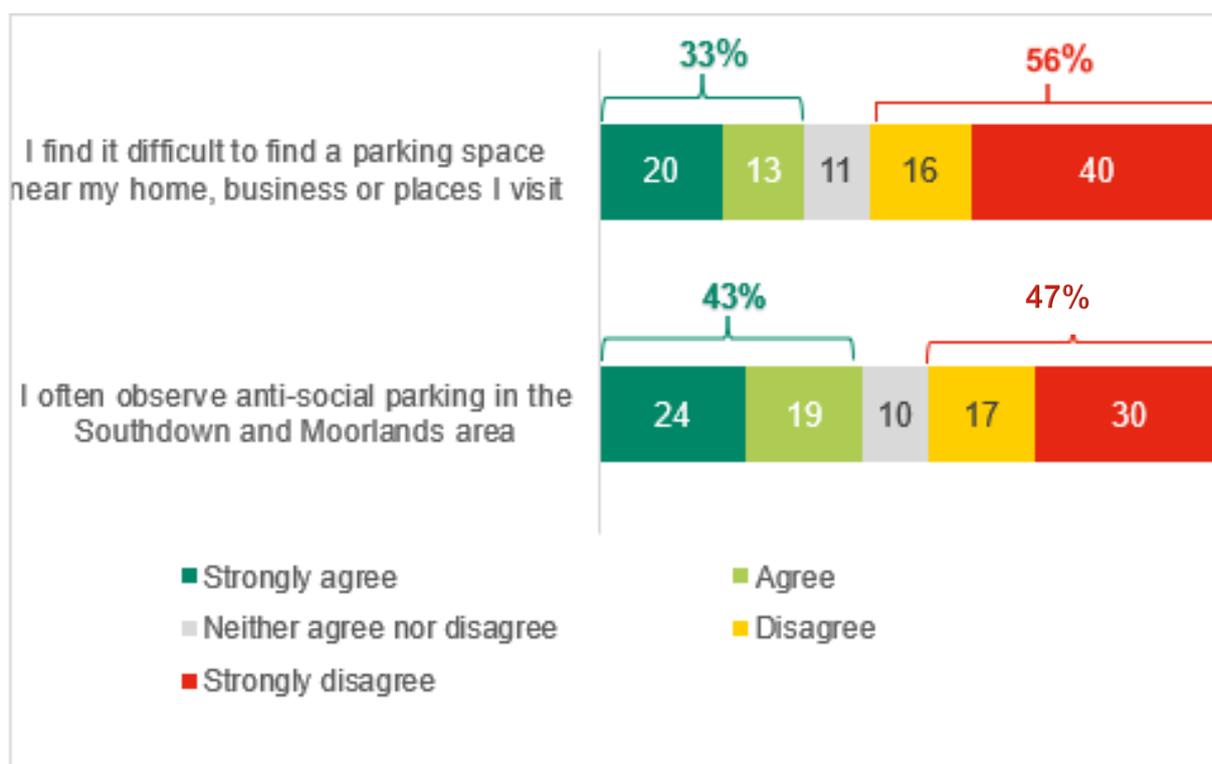
- **Smaller RPZ:** the area inside the orange line, shown previously in Figure 3.
- **Larger RPZ:** the area within the solid orange line and dashed blue line shown previously in Figure 3.

#### 3.1 Attitudes towards parking behaviours

Respondents were asked about their attitudes concerning difficulty parking and anti-social parking in the area. **Figure 4** shows a third of respondents (33%) either agreed or strongly agreed they found it difficult to find a parking space near their home, business or places visited, half (56%) either disagreed or strongly disagreed.

Over two-fifths of respondents (43%) either agreed or strongly agreed they often observe anti-social parking in Southdown and Moorlands area, and almost the same percentage of respondents (47%) disagreed or strongly disagreed they had often observed this.

**Figure 4: Attitudes towards finding a parking space and anti-social parking (%)**



Base: difficulty finding a parking space n=913; observing anti-social parking n=946.  
 NB those who answered 'not applicable' were excluded from analysis.

Of the 33% of respondents who agreed it was **difficult to find a parking space near their home, business or places visited**; almost all (94%) were residents.

- A third (34%) lived within the proposed smaller RPZ area;
- Two-fifths (42%) lived within the proposed larger RPZ area; and
- A quarter (24%) lived outside both of the proposed RPZ areas.

Of the residents who lived outside the larger RPZ, (n=261), 27% agreed it was difficult to find a parking space and 52% disagreed. Of the remaining residents who lived outside the larger RPZ, 13% neither agreed nor disagreed it was difficult to find a parking space and 8% stated this was not applicable for them.

Of the regular visitors (n=40), 33% agreed it was difficult to find a parking space and 60% disagreed. Of the remaining regular visitors, 5% neither agreed nor disagreed it was difficult to find a parking space and 3% stated this was not applicable for them. The data from regular visitors should be treated with caution due to the low base (n=40).

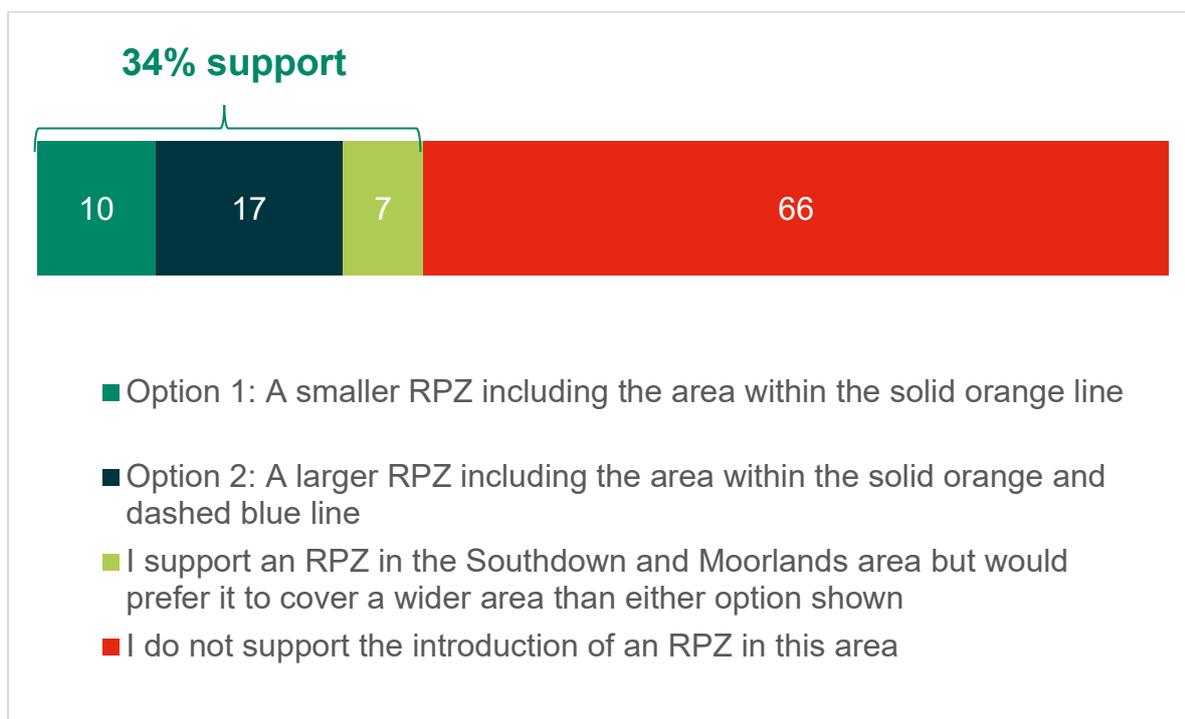
Of the 43% of respondents who agreed they **observed anti-social parking in the Southdown and Moorlands area**; almost all (97%) were residents.

- A quarter (23%) lived within the proposed smaller RPZ area;
- Half (49%) lived within the proposed larger RPZ area; and
- A quarter (28%) lived outside both of the proposed RPZ areas.

### 3.2 Level of support for the RPZ proposal

As shown in **Figure 5**, 66% of total respondents (630 out of 957) opposed the introduction of an RPZ, and 34% (327 out of 957) supported it.

**Figure 5: The RPZ option supported if one was to be introduced (%)**



Base: n=957 all respondents

#### 3.2.1 Level of support for an RPZ for each type of respondent (residents, businesses and visitors)

**Table 5** shows that 314 of 901 residents (35%) supported an RPZ of any size, and that 587 (65%) did not support an RPZ. Of the 40 regular visitors, 12 supported an RPZ of any size and 28 did not support an RPZ. All but one of the responses from businesses or organisations stated that they did not support an RPZ.

**Table 5: The RPZ option supported if one was to be introduced: respondent type (Number)**

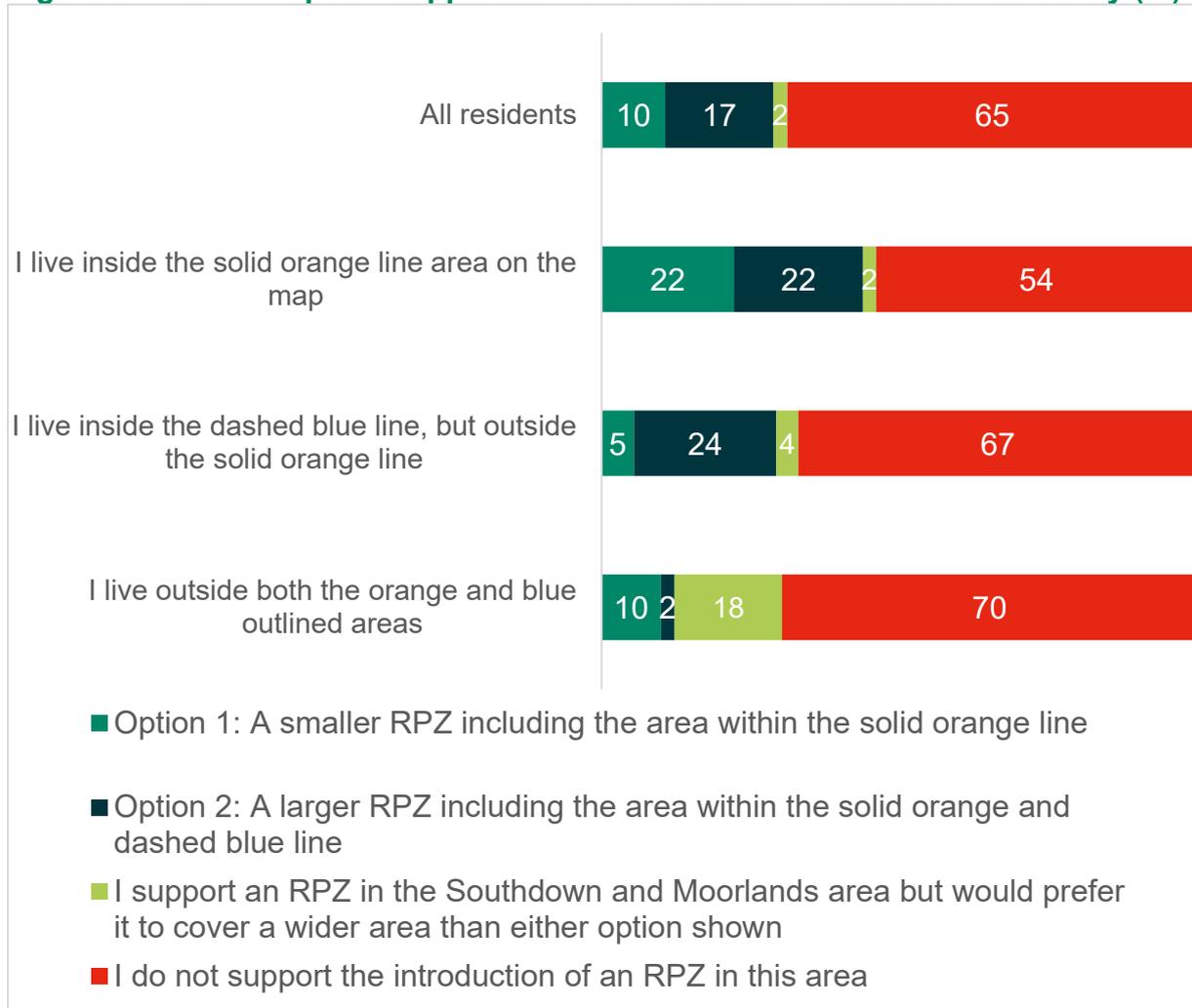
Level of Support	Resident	Business or organisation	Regular visitor
<b>Base: All respondents</b>	<b>901</b>	<b>16</b>	<b>40</b>
<b>Support option 1: the smaller RPZ</b>	91	1	8
<b>Support option 2: the larger RPZ</b>	155	0	3
<b>Support an RPZ: would prefer it to cover a wider area than options 1 and 2</b>	68	0	1
I do not support the introduction of an RPZ in this area	587	15	28

### 3.2.2 Level of support for an RPZ and where residents lived

**Figure 6** shows the level of support for an RPZ based on where residents lived, as follows:

- About half (46%) who lived inside the proposed smaller RPZ supported any type of RPZ and 54% did not support the introduction of an RPZ. There was an even split of support (22% each) between option 1 (a smaller zone) and option 2 (a larger zone).
- A third (33%) of those who lived within the proposed larger RPZ but outside of the smaller RPZ area (as illustrated in Figure 2) supported any type of RPZ. 67% did not support the introduction of an RPZ. Most support was for option 2, the larger area (24%).
- A third (30%) of those who did not live in either area supported any type of RPZ (with 18% supporting a zone covering a wider area). 70% did not support the introduction of an RPZ. About half of those who supported any RPZ would like the RPZ to cover a wider area (18%).

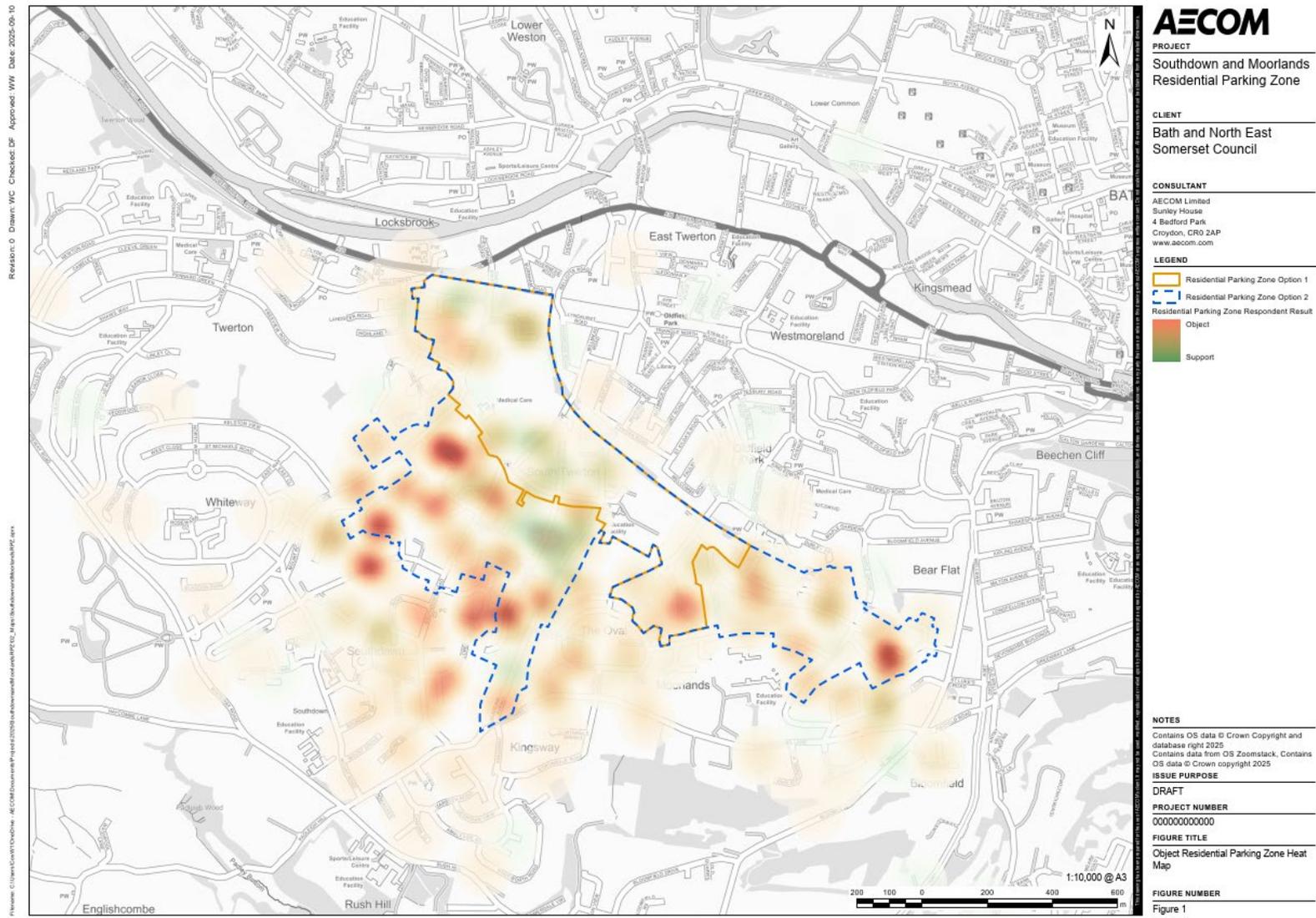
**Figure 6: The RPZ option supported if one was to be introduced: residency (%)**



Base: n=901 residents who responded; n=180 who live within the smaller RPZ; n=460 who live within the larger RPZ; n=261 who live outside both proposed RPZs.

Figure 7 shows a heatmap of the area with support for an RPZ (in green), or otherwise (in orange), shown using the respondent's postcode.

Figure 7: Heatmap to show the level of support by postcode



### 3.2.3 Level of support: other findings

**Table 6** shows which RPZ (larger or smaller), if any, was supported by those who agreed there was difficulty parking or who had observed anti-social parking.

**Difficulty parking:** Nearly two-thirds (61%) of those who agreed there was difficulty parking supported either option one (a smaller zone) or two (a larger zone). A quarter (26%) did not support an RPZ.

**Observed anti-social parking:** Half (51%) of those who agreed they had observed anti-social parking supported either option one (a smaller zone) or two (a larger zone). A third (35%) did not support an RPZ.

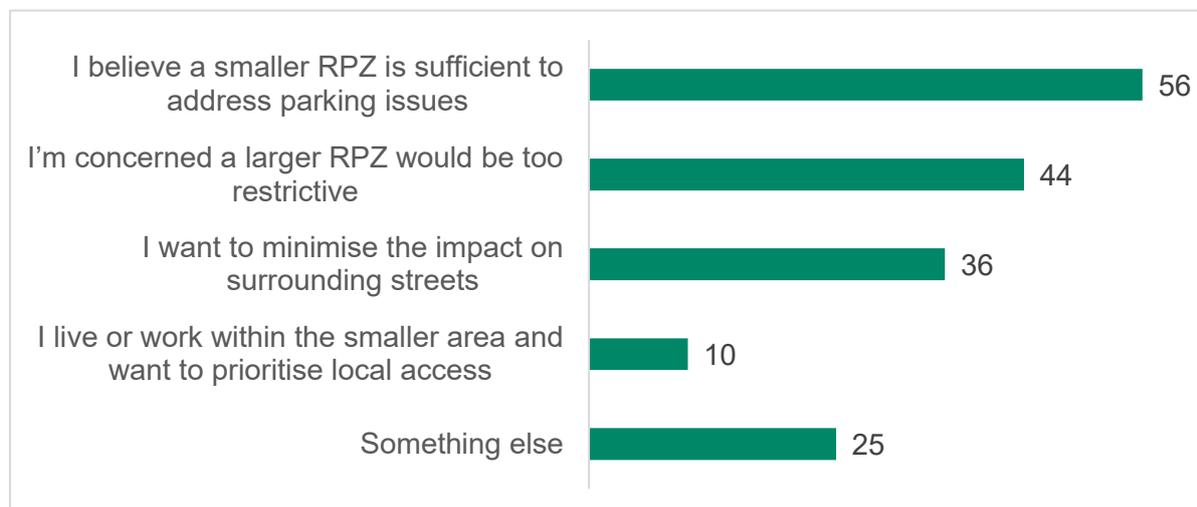
**Table 6: The RPZ option supported based on whether the responder stated that they regularly experienced difficulty parking and/or observed anti-social parking (Number)**

Level of Support	Agreed there was difficulty parking	Had observed anti-social parking
<b>Base: All who agreed with difficulty parking or had observed anti-social parking</b>	<b>299</b>	<b>400</b>
<b>Support option 1: the smaller RPZ</b>	47	56
<b>Support option 2: the larger RPZ</b>	134	146
<b>Support an RPZ: would prefer it to cover a wider area than options 1 and 2</b>	40	59
I do not support the introduction of an RPZ in this area	78	139

### 3.3 Reasons for a smaller RPZ (option 1)

There were 100 respondents, of which most (n=91) were residents, who said they supported a smaller RPZ (option 1). **Figure 8** shows the two main reasons for choosing the smaller RPZ. In summary, 56% said it was sufficient to address parking issues and 44% said that a larger RPZ would be too restrictive.

**Figure 8: Reasons for a supporting a smaller RPZ (%)**



Base: n=100 respondents who said they would like to see a smaller RPZ.

Respondents were allowed to select more than one reason.

Something else: respondents were advised they would have the opportunity to provide more details if there was a more formal consultation

### 3.4 Reasons for a larger RPZ (option 2)

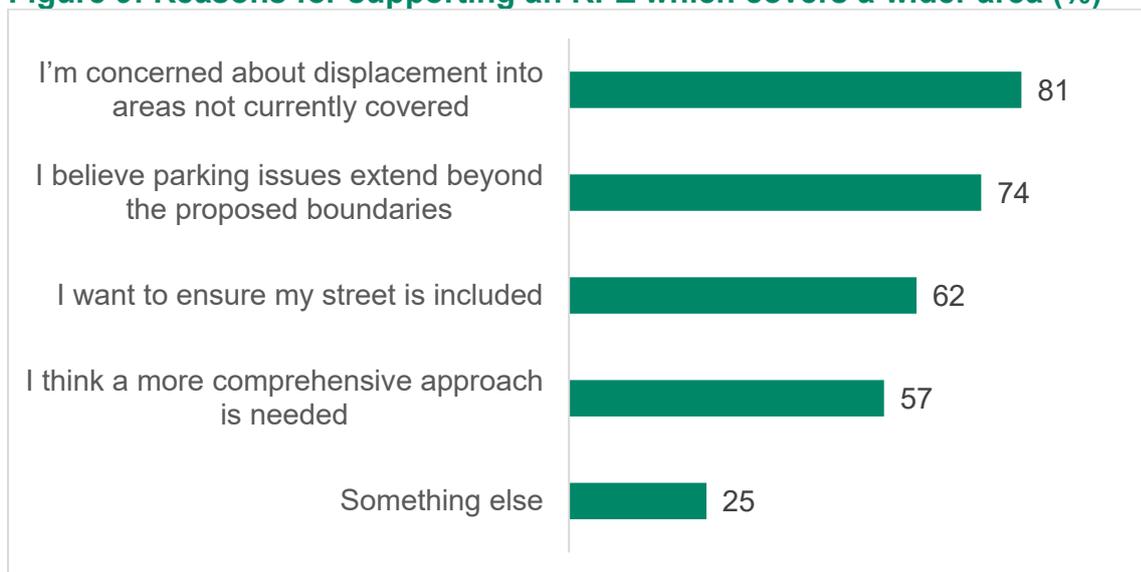
Due to a technical issue with the online survey platform, no responses were collected for a question designed to elicit the reasons for supporting a larger zone.

### 3.5 Reasons for the RPZ covering a wider area (option 3)

There were 69 respondents who said they supported an RPZ covering a wider area (option 3) of which most (n=47) were residents who lived outside the proposed area of the larger RPZ. **Figure 9** shows the two main reasons for all respondents wanting a wider zone:

- 81% were concerned about displacement of cars parking in areas not covered by options 1 or 2 (87% of residents who lived outside the RPZ areas).
- 74% believed parking issues extended beyond the proposed areas (83% of residents who lived outside the RPZ).

**Figure 9: Reasons for supporting an RPZ which covers a wider area (%)**



Base: n=69 respondents who want an RPZ to cover a wider area.

Respondents were allowed to select more than one reason.

Something else: respondents were advised they would have the opportunity to provide more details if there was a more formal consultation

### 3.6 Reasons for the not supporting an RPZ

There were 630 respondents who did not support an RPZ, which included nearly all business respondents (n=15) and over half of visitors (n=28). The remaining 587 responses were from residents. Around half (54%) of those who lived in the smaller RPZ area did not support an RPZ and 67% of those who lived in the larger RPZ area, and 70% who lived outside both areas, did not support an RPZ.

**Figure 10** shows the three main reasons for not supporting an RPZ. These are concerns over the costs of permits (68%); the belief that there is not a parking issue (62%); and that the proposed zone would negatively impact visitors and local business (59%).

**Figure 10: Reasons for the not supporting an RPZ (%)**



*Base: n=630 respondents stated that they did not support the introduction of an RPZ.*

*Respondents were allowed to select more than one reason.*

*Something else: we advised respondents that they would have the opportunity to provide more details if there was a more formal consultation*

## 4. Comments provided by email

During the engagement, the council received 31 emails comments about the proposed RPZ. The themes are summarised below.

### 4.1 Current parking issues and concerns

Table 7 summarises email respondents' current parking concerns and issues.

**Table 7 Current parking issues and concerns**

Theme	Number
<b>Total number of emails</b>	<b>31</b>
The impact of other RPZs were negative / other RPZs have caused issues elsewhere	9
Issue with too many students bringing their own vehicle / no parking issue during school holidays	8
There are too many houses in multiple occupation (HMOs) / student accommodation / Airbnb style	8
Drivers (usually visitors) ignore road rules when parking creating safety issues	6
Issue with high number of visitor parking (commuters / events / shopping)	5
There are currently no parking issues / recent road markings solved many issues	5
The issue is with households owning 2+ vehicles	4
There are too many traffic calming measures / traffic lights / 20mph zones / cycle lanes	2

The theme mentioned most (n=9) was that the current parking problem is caused by other RPZs in the area (such as Oldfield Park and Westmoreland), which has created too much demand for parking on other streets.

Another frequently mentioned reason (n=8) for perceived parking issues was the high number of houses in multiple occupation (HMOs) which are mainly student accommodations (although Airbnb's were also mentioned). Eight respondents highlighted that too many students bring their own vehicles, which takes away parking spaces from full-time residents. Many respondents added that they don't have difficulty finding a parking space during school holidays.

Five respondents said that there are currently no serious parking issues within the proposed area, with one saying they believed the recent new road markings had resulted in less vehicles blocking the road along Southdown Road.

### 4.2 Potential impacts of the proposed RPZ

Table 8 summarises comments regarding the potential impacts of the proposed RPZ.

**Table 8 Potential impacts of the proposed RPZ**

<b>Theme</b>	<b>Number</b>
<b>Total number of emails</b>	<b>31</b>
Concern the proposed RPZ will have a negative impact on residents around the zone / more people will park outside the zone / more emissions	20
Concern the proposed RPZ will have negative impact on residents living within the zones	11
Concern the proposed RPZ will have negative impact on those struggling financially / on lower incomes	6
Reference to people with protected characteristics (e.g. age, disability, gender, ethnicity, religion)	5
Concern the proposed RPZ will have negative impact on workers who work in the zone	4
Concern about residents who have / need more than 2 vehicles per household	4
Concern about the enforcement of the RPZ / how will it be policed / how will it stop illegal or dangerous parking	3
Concern the proposed RPZ will have a negative impact on businesses operating in the zone	3
Concern the proposed RPZ will have negative impact on guests and visitors	3
The proposed RPZ will have a positive impact as it will reduce car ownership / number of students / emissions / safety issues	2

The theme mentioned most (n=20) was that the proposed RPZ will have a negative impact on residents living around the boundary of the zones, as more people will try to park there to avoid paying for the permit, or park any additional cars above their allowance there. They felt this will create more congestion, air pollution, and safety issues.

Eleven respondents mentioned potential negative impacts on residents living in the proposed RPZ, including:

- Residents won't be guaranteed parking in front of the property even after paying for a permit;
- Residents will need to drive around for longer to find parking spaces; and
- Concerns that businesses would pass the additional costs incurred onto their customers.

### **4.3 Suggested improvements, solutions, and mitigations**

Table 9 summarises some of the suggested improvements, solutions, and mitigation measures mentioned.

**Table 9 Suggested improvements, solutions, and mitigations**

Theme	Number
<b>Total number of emails</b>	<b>31</b>
The proposed RPZ should be extended to cover a larger area	7
Students should also pay council tax / parking permits, and the council should only issue parking permits to permanent full-time council tax registered residents	6
Suggestions to improve / encourage more use of active travel/public transport / sustainable travel modes	5
Parking issues should be addressed with other measures such as double-yellow lines / numbered parking bays / more car parks / banning non-compliant vehicles	5
Introduce permit-parking with no charges / council housing zones should be exempt	3
There should be a few hours' parking opportunity during the day for non-residents	3
Opposition to the proposed location / size of the RPZ (general comment)	2
Suggestions that the proposed RPZ should be reduced / cover a smaller area	2

**Streets suggested to be included in the zone:**

Seven respondents suggested that the zone should be further extended to include: North View Close, Shophouse Road, the Oval, Oldfield Park Train Station, up to Englishcombe Lane to the east of Coronation Avenue, and roads that are closer to the student population. Two respondents suggested that Hensley Road and Loxton Drive should be excluded from the zone.

**Other comments**

Six respondents highlighted that students do not pay council tax and suggested that they should either pay full, or at least half of the amount and/or for the proposed parking permit. Otherwise, parking permits should only be issued to full-time residents.

Five respondents suggested that car ownership would be naturally reduced if public transport services were more available and reliable. Another five respondents also mentioned that the current parking issues could simply be addressed by other measures such as more double-yellow lines, banning non-compliant vehicles from the zone, or more car parks to accommodate residents and visitors better.

Three respondents said that there could just be an RPZ, but residents shouldn't have to pay for their permits, especially in an area where there is a lot of council housing with low-income households.

Three respondents mentioned that during the day, non-residents should have the opportunity to park in designated areas, especially local workers.

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

Table 10 summarises respondents' comments about the proposed RPZ and the engagement materials

**Table 10 General comments about the engagement and the material**

Theme	Number
<b>Total number of emails</b>	<b>31</b>
Response options to questions were limited/ there should have been more response options	11
Suggestions that further engagement was required/ Concerns about transparency	7
Opposition to the RPZ as just another tax or money-making scheme	8
Concerns that the engagement will have no or little impact on decisions and it's just a tick box exercise	5
Opposition to the proposed RPZ due to it being a waste of money and or time, and that money should be spent on other priorities (general comment)	4
Survey was poor quality in terms of design or presentation / it was not working correctly (general comment)	3
Engagement questions are biased/leading	1
Criticism of the council	1

Eleven respondents mentioned the lack of an open-ended question at the end of the online survey where they could have expressed their opinions further. Three respondents also mentioned that the paper map (supplied with the letter) showing the proposed RPZ zones was too faded, and they couldn't see the impacted street names properly.

Seven respondents said that they wish to have further engagement about the proposals, with one respondent highlighting that the survey timing didn't allow enough students to submit their opinion.

Five respondents said that the proposed RPZ will be introduced despite the results of the survey. One respondent said that wording of the questionnaire seemed to be targeted towards residents in the zone answering in favour rather than those who will most be affected by the RPZ on the outskirts of the boundary.

## 5. Information about the proposals

This survey was designed to gather initial feedback on the idea of a zone, its potential size, and to find out more about the parking issues experienced in the area.

Responses to the closed-question survey will be reviewed by officers, cabinet members and local ward councillors at Bath & North East Somerset Council before deciding whether to proceed with a preliminary design and an informal consultation.

Should the council decide to proceed to an informal consultation, officers will hold a drop-in event for residents to discuss the proposals and provide a more in-depth survey with scope for free text and additional comments. It will also engage with key stakeholders such as local shops, businesses and organisations. The outcomes of an informal consultation will inform councillors on whether to proceed to final detailed designs and a more formal public consultation.

Residents living in and around the proposed zone area will be notified of any further consultations by letter.

The council is encouraging everyone to subscribe to an e-newsletter on the progress of the proposal here: <https://mailchi.mp/07ce8878848e/rpz-sign-up-form>

Otherwise, more information on the scheme and the RPZ can be found at [www.bathnes.gov.uk/southdownRPZ](http://www.bathnes.gov.uk/southdownRPZ) or by following the council's social media channels and regularly checking the newsroom: <https://newsroom.bathnes.gov.uk/>

The council's Liveable Neighbourhoods team can be contacted by emailing [LN@bathnes.gov.uk](mailto:LN@bathnes.gov.uk), or by calling **01225 394 025**

## Appendix A Southdown and Moorlands RPZ Public Engagement Questionnaire

### Southdown and Moorlands Residents Parking Zone (RPZ) Engagement Survey Welcome to the Southdown and Moorlands RPZ Survey

Thank you for taking the time to share your views. This survey is part of early engagement on a potential Residents' Parking Zone (RPZ) for the Southdown and Moorlands area.

We want to know:

- your experience of parking or anti-social parking in the area
- whether you support the idea of introducing an RPZ in the area to help manage on-street parking
- your reasons for supporting or not supporting an RPZ
- and if you support the idea, whether a larger or smaller zone would be appropriate

Your feedback will help us decide whether to consult the community more formally on a draft design for an RPZ later this year.

### Before you begin

Please read the supporting material on our web page about RPZs and refer to the map below which shows two options for an RPZ in the Southdown and Moorlands area. If you are a resident in the area, you will also have received this supporting material by post.

Close all sections

Option 1: a smaller RPZ including the area inside the solid orange line on the map

The roads included in this area are:

- Albany Road
- Claude Avenue
- Claude Terrace
- Claude Vale
- Dartmouth Avenue
- Hazel Grove
- Hillside Road (Numbers 57 to 77)
- King George's Road
- Lansdown View
- Loxton Drive

- Lymore Avenue
- Lymore Gardens
- Lymore Terrace
- Monksdale Road (Odd numbers 33 to 185)
- Poplar Close
- Priddy Close
- Rooksbridge Walk
- Shophouse Road (Numbers 43 to 43c)
- The Hollow (Numbers 1 to 3, 4, 6, and 8)
- Victoria Close

Option 2: a larger RPZ including the area within the **dashed blue line** on the map.

The **additional roads** included in the larger zone are:

- Ashford Road
- Blackmore Drive
- Chantry Mead Road (Numbers 18 to 71)
- Coronation Avenue
- Cotswold Road
- Cotswold View
- Egerton Road
- Hensley Gardens
- Hensley Road
- Hillside Road (Numbers 1 to 56)
- Hiscocks Drive
- Ivy Avenue
- Ivy Grove
- Ivy Place
- Langdon Road
- Loxley Gardens
- Lymore Terrace
- Minerva Gardens
- Moorfields Road (Numbers 15 to 62)
- Padfield Close

- Parry Close
- Sladebrook Avenue
- Sladebrook Road (Odd numbers 1 to 15, even numbers 8 to 16, and 24)
- Southdown Road (Odd numbers 121 to 207, even numbers 98 to 196)
- Teddington Close
- The Hollow
- Willow Green

Note: The larger zone (Option 2) would include all the roads presented in the drop-down menu for Option 1 **and** Option 2.

The survey is open until **5pm on Monday 21 July 2025**. Please answer all questions as accurately as possible. Your responses will remain confidential and will be used solely for the purposes of this public engagement.

There are also some optional equalities monitoring questions, which we would be very grateful if you would take the time to answer.

Completing the survey should take no more than around **5 to 10 minutes**, depending on how much extra comment you would like to add, and whether you complete the equalities monitoring.

If you have any questions or need assistance or an alternative format, please contact us at [LN\\_RPZ@bathnes.gov.uk](mailto:LN_RPZ@bathnes.gov.uk) or [01225 39 40 25](tel:01225394025).

**[About the type of respondent]**

**1. In what capacity are you responding to this engagement?**

Please select the option that best describes your connection to the area

- Resident
- Business or organisation representative
- Regular visitor

**[About residents]**

**2. Please tell us where you are resident**

- I live inside the solid orange line area on the map.
- I live inside the dashed blue line, but outside the solid orange line.
- I live outside both the orange and blue outlined areas.

**[About businesses or organisations]**

**3. Please tell us which best describes the business or organisation you represent**

- I represent or work for a business/organisation in the solid orange line area
- I represent or work for a business/organisation in the dashed blue line area (but outside the orange line)
- I represent or work for a business/organisation outside both the orange and blue outlined areas

**[About visitors]**

**4. Please tell us which best describes how you visit the area**

- I regularly visit the area within the solid orange line
- I regularly visit the area within the dashed blue line but outside the orange line
- I regularly visit areas outside both the orange and blue outlines

**5. Enter a postcode and click Find to see available addresses**

- I would like to enter the address manually

**[About parking spaces]**

**6. To what extent do you agree with the following statement: I find it difficult to find a parking space near my home, business or places I visit in the Southdown and Moorlands area**

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Not applicable

**[About anti-social parking\*]**

**7. To what extent do you agree with the following statement: I often observe anti-social parking (e.g. parking on pavements, across driveways, or on corners) in the Southdown and Moorlands area**

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Not applicable

**[About potential options\*]**

**8. If an RPZ were introduced in the Southdown and Moorlands area, which of the following options would you support?**

- Option 1: A smaller RPZ including the area within the solid orange line
- Option 2: A larger RPZ including the area within solid orange and dashed blue line
- I support an RPZ in the Southdown and Moorlands area but would prefer it to cover a wider area than either option shown
- I do not support the introduction of an RPZ in this area

**[About a smaller RPZ\*]**

**9. Please tell us your reasons why you think the RPZ should be smaller**

Please select all that apply

- I believe a smaller RPZ is sufficient to address parking issues
- I'm concerned a larger RPZ would be too restrictive
- I live or work within the smaller area and want to prioritise local access
- I want to minimise the impact on surrounding streets
- Something else (you will have the opportunity to provide more details if we consult more formally).

**[About a larger RPZ]**

**10. Please tell us your reasons why you think the RPZ should be larger**

Please select all that apply

- I believe a larger RPZ is needed to manage parking effectively
- I'm concerned that a smaller RPZ would push parking problems into nearby streets
- I live or work in the wider area and want to be included
- I want consistent rules across a broader area
- Something else (you will have the opportunity to provide more details if we consult more formally).

**[About a wider area]**

**11. Please tell us your reasons why you think the RPZ should cover a wider area**

Please select all that apply

- I believe parking issues extend beyond the proposed boundaries
- I want to ensure my street is included
- I'm concerned about displacement into areas not currently covered
- I think a more comprehensive approach is needed
- Something else (you will have the opportunity to provide more details if we consult more formally).

**[About your reasons for not supporting]**

**12. Please tell us your reasons why you do not support a RPZ in this area**

Please select all that apply

- I don't believe there is a parking problem in the area
- I'm concerned about the cost or inconvenience of permits
- I think an RPZ would negatively affect visitors or businesses
- I prefer alternative solutions to manage parking
- Something else (you will have the opportunity to provide more details if we consult more formally).

**[About Blue Badges]**

**13. Do you or other members of your household have a valid Blue Badge?**

- Yes
- No
- Prefer not to say

**[About you]**

Please tell us about you

**14. Full name**

**15. Contact email address**

**16. Are you happy to answer equality monitoring questions?**

**17. DoB**

**18. Do you have any physical or mental health conditions or illness lasting, or expected to last, 12 months or more?**

**19. Do any of your conditions or illnesses affect your ability to carry out day to day activities?**

**20. What is your ethnic group?**

**21. Which of the following best describes your White background?**

**22. Which of the following best describes your Mixed or Multiple ethnic groups background?**

- 23. Which of the following best describes your Asian or Asian British background?**
- 24. Which of the following best describes your Black, African, Caribbean or Black British background?**
- 25. Which of the following best describes your background?**
- 26. What is your legal marital or registered civil partnership status?**
- 27. What is your religion?**
- 28. What is your sex?**
- 29. Is the gender you identify with the same as your sex registered at birth?**
- 30. Which of the following best describes your sexual orientation?**
- 31. Are you care experienced?**
- 32. I have read the Privacy Notice**
- 33. I confirm that I agree (this would be with the statement/declaration but that isn't in the field)**

## Appendix B RPZ information leaflet

# Residents' Parking Zones in Bath



A residents' parking zone (RPZ) is a designated area where on-street parking is controlled and eligible residents can buy permits to park.

In congested areas they help to deter commuter parking and they ensure scarce parking space is allocated fairly, prioritising those that live in the area while ensuring short-stay parking is available for visitors.

RPZs are only introduced with the support of ward councillors and after consultation with the community. This leaflet will help you understand how RPZs work and what to consider during an RPZ consultation.

### RPZ design

RPZs in B&NES typically operate between 8am to 6pm, 7 days a week and include a mix of parking bays and restrictions lined and signed on the street:

- **Permit holder only bays:** unlimited parking for permit holders during operating hours.
- **Dual-use bays:** short-stay parking for non-permit holders during operating hours, or unlimited parking for permit holders.
- **Disabled parking bays:** to help secure the use of bays for people with a blue badge (near homes or shops).
- **Limited waiting areas:** short-stay parking for non-permit holders.
- **Pay and display bays:** short-stay, paid-for parking

The ideal mix of parking allocation is agreed after consultation with the community.

Find out more at  
[www.bathnes.gov.uk/parking-permits](http://www.bathnes.gov.uk/parking-permits)

Bath & North East  
Somerset Council  
Improving People's Lives

## Eligibility

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You can apply for a residents' parking permit if:

- You live in the zone and spend four or more nights per week at the property (checked against council tax data).
- The property has less than two off-street parking spaces measuring at least 2.5m by 5m each.
- The property is registered on the Local Land Property Gazetteer (LLPG) and is liable for or officially exempt from council tax.
- The vehicle is registered with the DVLA at the address linked to the permit.

Separate permits are available for visitors, trades and some businesses (see terms), and properties built or redeveloped after the zone's start date may not be eligible.

## Summary of terms

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RPZs are membership schemes that enable eligible residents to purchase permits from the council to park their vehicles in the zone during operating hours. The cost of permits cover maintenance, administration and enforcement of the scheme.

- RPZs and single yellow lines typically operate between 8am to 6pm, 7 days a week.
- Permits are limited to two per property and can only be used in your zone.
- Properties with one off-street parking space are limited to one permit and properties with two off-street spaces are not eligible for permits.
- Permits are available for 1, 3, 6 or 12 months.
- Charges vary according to your vehicles' emissions. See 'Costs'.
- Permits are digital and managed via a MiPermit account. You do not need to display it in your vehicle.

**Find out more at [www.bathnes.gov.uk/parking-permits](http://www.bathnes.gov.uk/parking-permits)**

- A single permit can apply to four vehicle registrations but only one vehicle can use the permit at a time. The registrations must be added at the time of purchase.
- Double yellow lines and disabled parking bays operate at all times unless signage indicates otherwise.
- Visitor, business, trade, and medical and social care permits are available to purchase for parking in an RPZ.
- Residents can purchase visitor parking permits via MiPermit even if they do not have a permit.
- Alternative parking is also available in limited waiting bays, dual-use or pay and display bays.
- Short stay bays for visitors are usually free except in some central zones where pay and display charges apply.
- Failure to comply with advertised restrictions could result in a penalty charge notice.

## Costs

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Charges for residents' parking permits depend on the emissions of your vehicle, or its engine capacity where emission data is missing from a V5C.

- A typical eight-year-old 1.6L petrol or diesel family car would normally cost £100 to £125 per permit per year (but costs vary). See our website for indicative costs.
- 1, 3 and 6-month permits are charged pro-rata of the annual charge, and a small surcharge is added to a one-month permit.
- Visitor permits are £10 per 100 hours (max 1000 hours in a rolling 12-month period).
- Costs of other types of permits, such as trade and business, vary and details are available on our website.

**Find out more at [www.bathnes.gov.uk/parking-permits](http://www.bathnes.gov.uk/parking-permits)**

## Blue badge holders

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If you have a valid Blue Badge and you live within an RPZ, you are entitled to apply for a free annual residents' parking permit for your vehicle. You can then leave your vehicle parked in the zone while you travel in a different vehicle with your Blue Badge. Your badge will enable you to park in other RPZs in B&NES.

Additionally, if you are a Blue Badge holder living in the zone and own a vehicle, you can apply to have an 'Advisory Blue Badge Holder Only' bay close to your home.

## Things to consider

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Here's a summary of things to think about when considering an RPZ for your community.

- More opportunities for residents to park close to home.
- Reduced commuter parking.
- Quieter, safer streets and less pollution.
- Better visibility at junctions.
- Better access for emergency and delivery vehicles.
- Less anti-social and pavement parking.
- Allocation for visitors and blue badge holders.
- Residents must purchase permits to park in their zone during operating hours.
- There is a limit of two permits per property.
- Permit numbers are reduced for homes with driveways or garages.
- Yellow lines are often introduced to ensure order.
- Parking might still be hard to find – your fee represents membership to the scheme but does not guarantee a parking space.
- Zones are enforced.

**Find out more at [www.bathnes.gov.uk/parking-permits](http://www.bathnes.gov.uk/parking-permits)**

## Appendix C Equality monitoring response

All respondents were invited to complete the equality monitoring questions at the end of the engagement survey and 488 respondents did this. 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 B1: Ethnic background**

Ethnic group	Number	Percent
<b>Base:</b> All who responded to the equality monitoring questions	<b>488</b>	<b>100</b>
White	453	93
Mixed or multiple ethnic groups	11	2
Asian or Asian British	7	1
Black, African, Caribbean or Black British	2	0
Other ethnic group	3	1
Prefer not to say	12	2

**Table B2: Physical, mental health conditions or illness lasting, or expected to last, 12 months or more**

Physical, mental or illness lasting 12 months or more	Number*	Percent
<b>Base:</b> All who responded to the equality monitoring questions	<b>487</b>	<b>100</b>
Yes	82	17
No	368	76
Prefer not to say	37	8

\*One respondent did not answer this question

**Table B3: Marital or civil partnership status**

Marital or civil partnership	Number	Percent
<b>Base:</b> All who responded to the equality monitoring questions	<b>488</b>	<b>100</b>
Never married and never registered in a civil partnership	115	24
Married	275	56
In a registered civil partnership	5	1
Separated, but still legally married	5	1
Widowed	20	4
Divorced	37	8
Prefer not to say	31	6

**Table B4: Religious affiliation Religious**

<b>affiliation</b>	<b>Number*</b>	<b>Percent</b>
<b>Base:</b> All who responded to the equality monitoring questions	<b>487</b>	<b>100</b>
No religion	246	51
Christian	198	41
Buddhist	1	0
Hindu	1	0
Jewish	3	1
Muslim	2	0
Any other religion	2	0
Prefer not to say	34	7

\*One respondent did not answer this question

**Table B5: Sexual orientation**

<b>Sexual orientation</b>	<b>Number*</b>	<b>Percent</b>
<b>Base:</b> All who responded to the equality monitoring questions	<b>484</b>	<b>100</b>
Heterosexual or straight	428	88
Gay or lesbian	6	1
Bisexual	12	2
Prefer not to say	38	8

\*Four respondents did not answer this question

**Table B6: Care experienced**

<b>Care experienced</b>	<b>Number*</b>	<b>Percent</b>
<b>Base:</b> All who responded to the equality monitoring questions	<b>487</b>	<b>100</b>
Yes	6	1
No	469	96
Prefer not to say	12	2

\*One respondent did not answer this question

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

**Table C1: Reasons for a smaller RPZ by respondent type - Number**

Reason	Total	Resident	Business or organisation	Regular visitor
<b>Base: respondents who support a smaller RPZ</b>	<b>100</b>	<b>91</b>	<b>1</b>	<b>8</b>
I believe a smaller RPZ is sufficient to address parking issues	56	51	1	56
I'm concerned a larger RPZ would be too restrictive	44	40	1	44
I live or work within the smaller area and want to prioritise local access	10	9	0	10
I want to minimise the impact on surrounding streets	36	33	0	36
Something else	25	21	8	25

**Table C2: Reasons for a smaller RPZ by area lived - Number**

Reason	Total	I live inside the solid orange line area on the map	I live inside the dashed blue line, but outside the solid orange line	I live outside both the orange and blue outlined areas
<b>Base: respondents who support a smaller RPZ</b>	<b>91</b>	<b>40</b>	<b>25</b>	<b>26</b>
I believe a smaller RPZ is sufficient to address parking issues	51	24	14	13
I'm concerned a larger RPZ would be too restrictive	40	14	13	13
I live or work within the smaller area and want to prioritise local access	9	7	1	1
I want to minimise the impact on surrounding streets	33	9	10	14
Something else	21	10	7	4

**Table C3: Reasons for a wider covered RPZ by respondent type - Number**

Reason	Total	Resident	Business or organisation	Regular visitor
<b>Base: respondents who support a wider RPZ</b>	<b>69</b>	<b>68</b>	<b>0</b>	<b>1</b>
I believe parking issues extend beyond the proposed boundaries	51	50	0	1
I want to ensure my street is included	43	42	0	1
I'm concerned about displacement into areas not currently covered	56	55	0	1
I think a more comprehensive approach is needed	39	38	0	1
Something else	17	16	0	1

**Table C4: Reasons for a wider covered RPZ by area lived - Number**

Reason	Total	I live inside the solid orange line area on the map	I live inside the dashed blue line, but outside the solid orange line	I live outside both the orange and blue outlined areas
<b>Base: respondents who support a wider RPZ</b>	<b>68</b>	<b>4</b>	<b>17</b>	<b>47</b>
I believe parking issues extend beyond the proposed boundaries	50	2	9	39
I want to ensure my street is included	42	1	5	36
I'm concerned about displacement into areas not currently covered	55	2	12	41
I think a more comprehensive approach is needed	38	2	12	24
Something else	16	0	5	11

**Table C5: Reasons for not supporting an RPZ by respondent type - Number**

Reason	Total	Resident	Business or organisation	Regular visitor
<b>Base: respondents who do not support an RPZ</b>	<b>630</b>	<b>587</b>	<b>15</b>	<b>28</b>
I don't believe there is a parking problem in the area	389	364	8	17
I'm concerned about the cost or inconvenience of permits	426	399	7	20
I think an RPZ would negatively affect visitors or businesses	372	336	14	22
I prefer alternative solutions to manage parking	232	219	4	9
Something else	217	201	5	11

**Table C6: Reasons for not supporting an RPZ by area lived - Number**

Reason	Total	I live inside the solid orange line area on the map	I live inside the dashed blue line, but outside the solid orange line	I live outside both the orange and blue outlined areas
<b>Base: respondents who do not support an RPZ</b>	<b>587</b>	<b>97</b>	<b>308</b>	<b>182</b>
I don't believe there is a parking problem in the area	364	56	219	89
I'm concerned about the cost or inconvenience of permits	399	73	212	114
I think an RPZ would negatively affect visitors or businesses	336	50	177	109
I prefer alternative solutions to manage parking	219	46	101	72
Something else	201	28	84	89

