

On-street parking TRO Consultation Autumn 2021

Bath and North East Somerset Council

November 2021

Quality information

<u>Prepared by</u>	<u>Checked by</u>	<u>Verified by</u>	<u>Approved by</u>
Jonny Warboys Senior Technician	Tamsin Stuart Regional Director	Tamsin Stuart Regional Director	Helen Holm Principal Engineer

Revision History

<u>Revision</u>	<u>Revision date</u>	<u>Details</u>	<u>Authorized</u>	<u>Name</u>	<u>Position</u>

Distribution List

<u># Hard Copies</u>	<u>PDF Required</u>	<u>Association / Company Name</u>

Prepared for:
Bath and North East Somerset Council

Prepared by:

AECOM Limited
1 New York Street
Manchester M1 4HD
United Kingdom

T: +44 161 601 1700
aecom.com

© 2021 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM UK Limited (“AECOM”) for sole use of our client (the “Client”) in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Table of Contents

1.	Introduction	1
1.1	Background: Overview of the consultation	1
1.2	The consultation	1
1.3	The questionnaire	1
1.3.1	Format of report	1
2.	Methodology	2
2.1	Receiving responses.....	2
2.2	Thematic coding	2
2.3	Analysis and reporting	2
2.4	Response	3
2.4.1	Type of respondent	3
2.4.2	Respondent profile.....	3
2.4.3	Respondent location	3
3.	Analysis	5
3.1	Support for proposed Traffic Regulation Order.....	5
3.1.1	Overall summary.....	5
3.1.2	Support by location	5
3.1.3	Issues commonly raised	11
3.1.4	Suggested changes	14
	Appendix A.....	16

Figures

Figure 2.1	Respondent profile	3
Figure 2.2	Respondent location map.....	4
Figure 3.1	Respondent location by support.....	6
Figure 1.2	Do you support or object to the proposed Traffic Regulation Order?.....	7

Tables

Table 2.1	Respondent types.....	3
Table 3.1	Do you support or object to the proposed Traffic Regulation Order? (%).....	5

1. Introduction

1.1 Background: Overview of the consultation

In 2021, Bath and North East Somerset Council ran a series of consultations on the managing controls for on-street parking in the area. In order to enforce the proposals outlined in this consultation, Bath and North East Somerset Council have to publish a Traffic Regulation Order (TRO). Bath and North East Somerset Council have a legal duty to advertise any TRO, and to invite public comment

A full summary of the proposed TRO is available online at <https://beta.bathnes.gov.uk/street-parking-tro-consultation-autumn-2021/view-tro-documentation>

1.2 The consultation

Bath and North East Somerset Council held a 21-day consultation between 22nd October and 11th November 2021 on the Traffic Regulation Orders for parking permits.

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 postcode data provided; and
- Mapping of respondent location

1.3 The questionnaire

Bath and North East Somerset Council designed and hosted the questionnaire on the Bath and North East Somerset Council consultation portal.

The questionnaire enabled respondents to state their level of support for the TRO and the opportunity to explain any reasons they have for not fully supporting the proposals.

1.3.1 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

All responses were received via the consultation questionnaire hosted on the Bath and North East Somerset Council portal. To ensure inclusivity, Bath and North East Somerset Council also gathered responses via email and hardcopy questionnaire.

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 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 as “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.

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. A set of tables is available in **Appendix A**.

2.4 Response

2.4.1 Type of respondent

A total of 395 responses were received. Respondents represented the following

Table 2.1 Respondent types

Respondent type	Count
An individual	384
A business or organisation	11

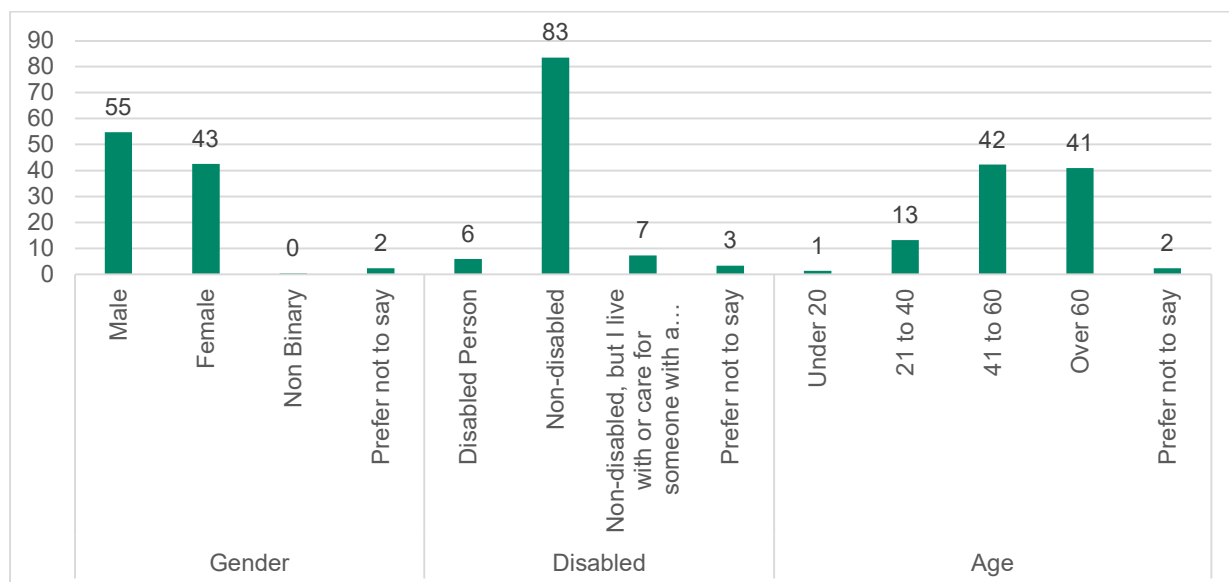
In total, five Residents' Associations, and six businesses responded to the TRO.

Campaign: 4 Four hotels in the vicinity of Henrietta Street entered responses that were very similar in nature. These responses were all coded individually.

2.4.2 Respondent profile

Respondents provided details about themselves such as age, gender and ethnic origin. These questions were optional, and roughly three quarters of respondents chose to provide this information, however given the small number of responses any difference in response by demographic profile should be treated with caution.

Figure 2.1 Respondent profile

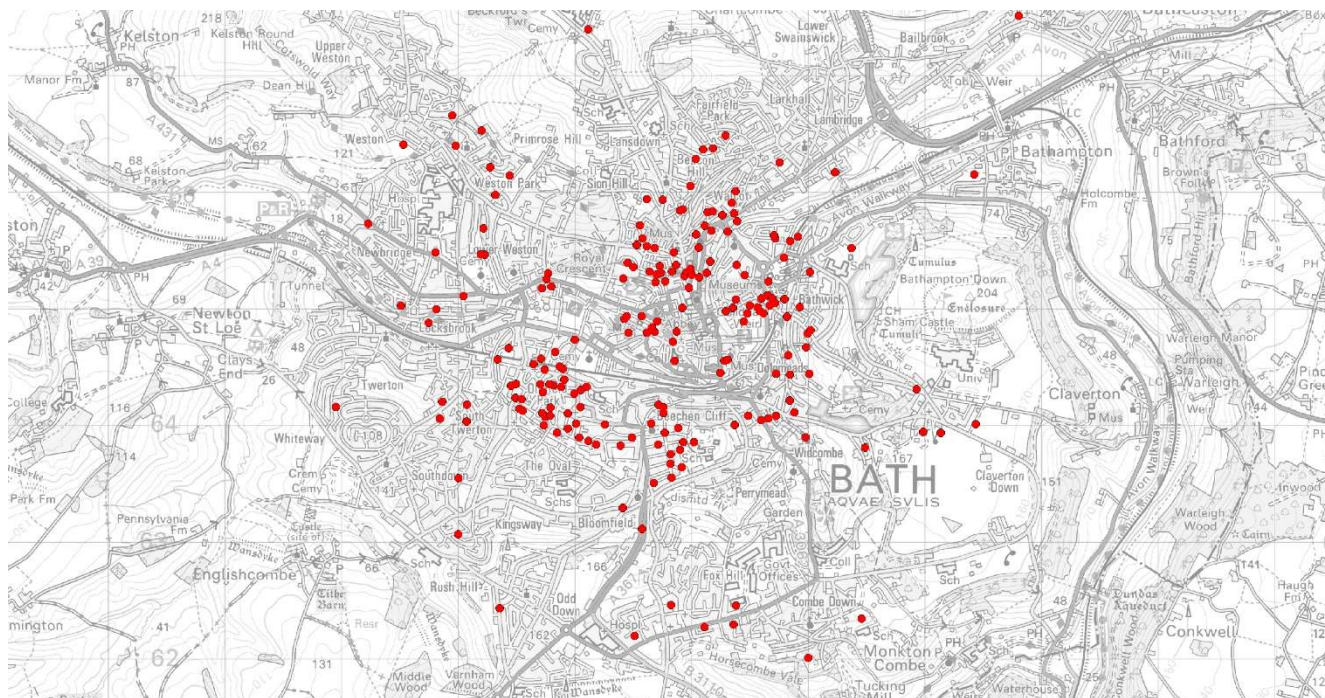


Base: 303

2.4.3 Respondent location

A total of 333 respondents (84 per cent) provided a postcode. The vast majority of these were from either the BA1 or BA2 postcode areas which are the areas most affected by the proposed changes. Figure 2.4 below shows the location of respondents in the vicinity of Bath who gave a valid postcode.

Figure 2.2 Respondent location map



Contains OS data © Crown copyright and database right 2021

3. Analysis

3.1 Support for proposed Traffic Regulation Order

3.1.1 Overall summary

Almost a third (31%) of respondents support the TRO with a further 29% saying they partly support, the remaining 41% of respondents object to the proposals.

Table 3.1 Do you support or object to the proposed Traffic Regulation Order? (%)

	All responses	Public	Organisation
Object	41	41	36
Partly support	29	28	36
Support	31	31	27
Base	395	384	11

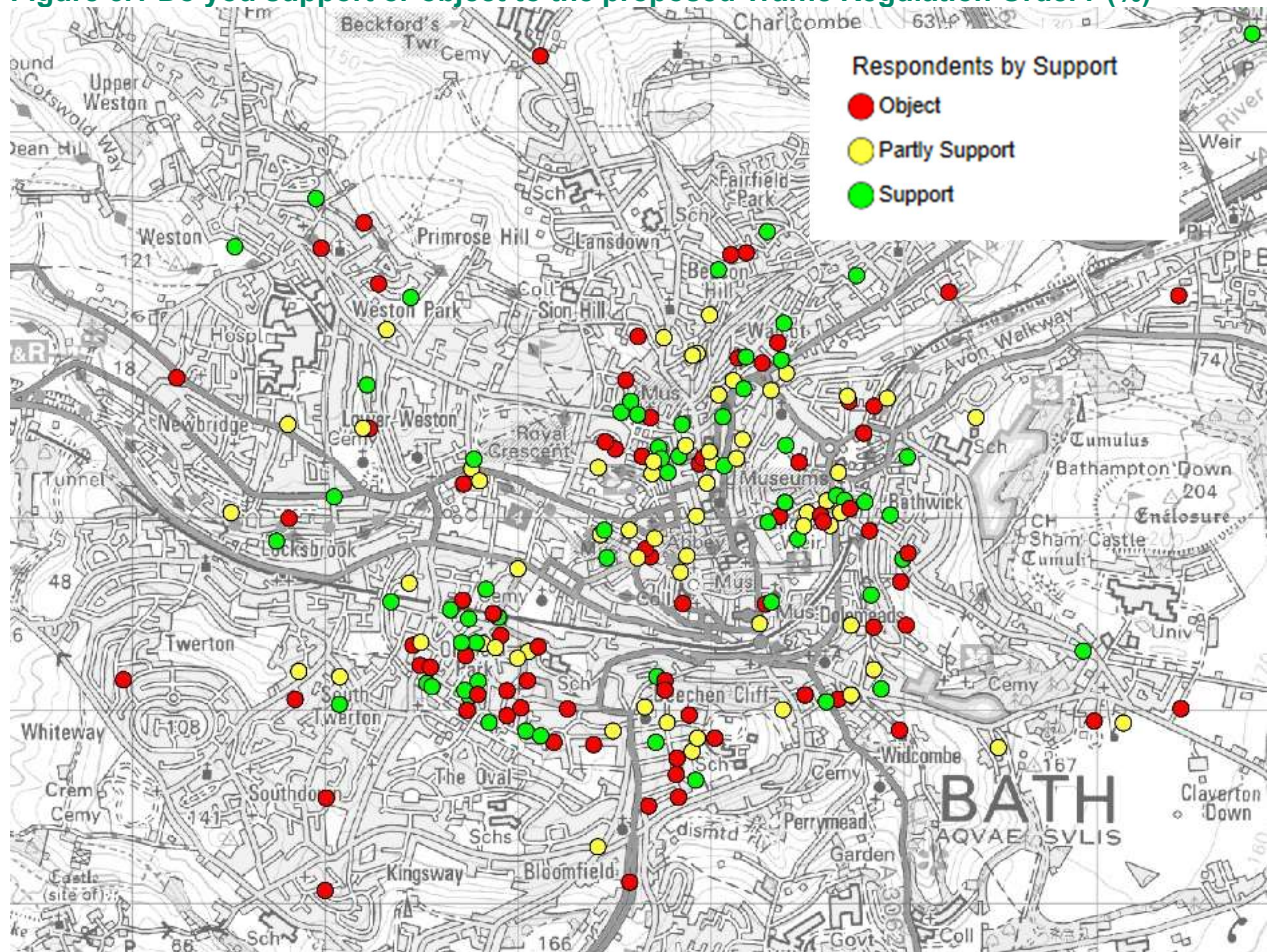
Base: all respondents

- Younger respondents aged under 40 were most likely to oppose the proposals with more than half (59%) stating they object, compared to 34% of those aged 41 to 60 and 28% of those aged 60+
- Those aged over 60 most likely to support the proposals (42%)
- Eleven out of the 18 respondents who consider themselves to be disabled, objected to the proposals

3.1.2 Support by location

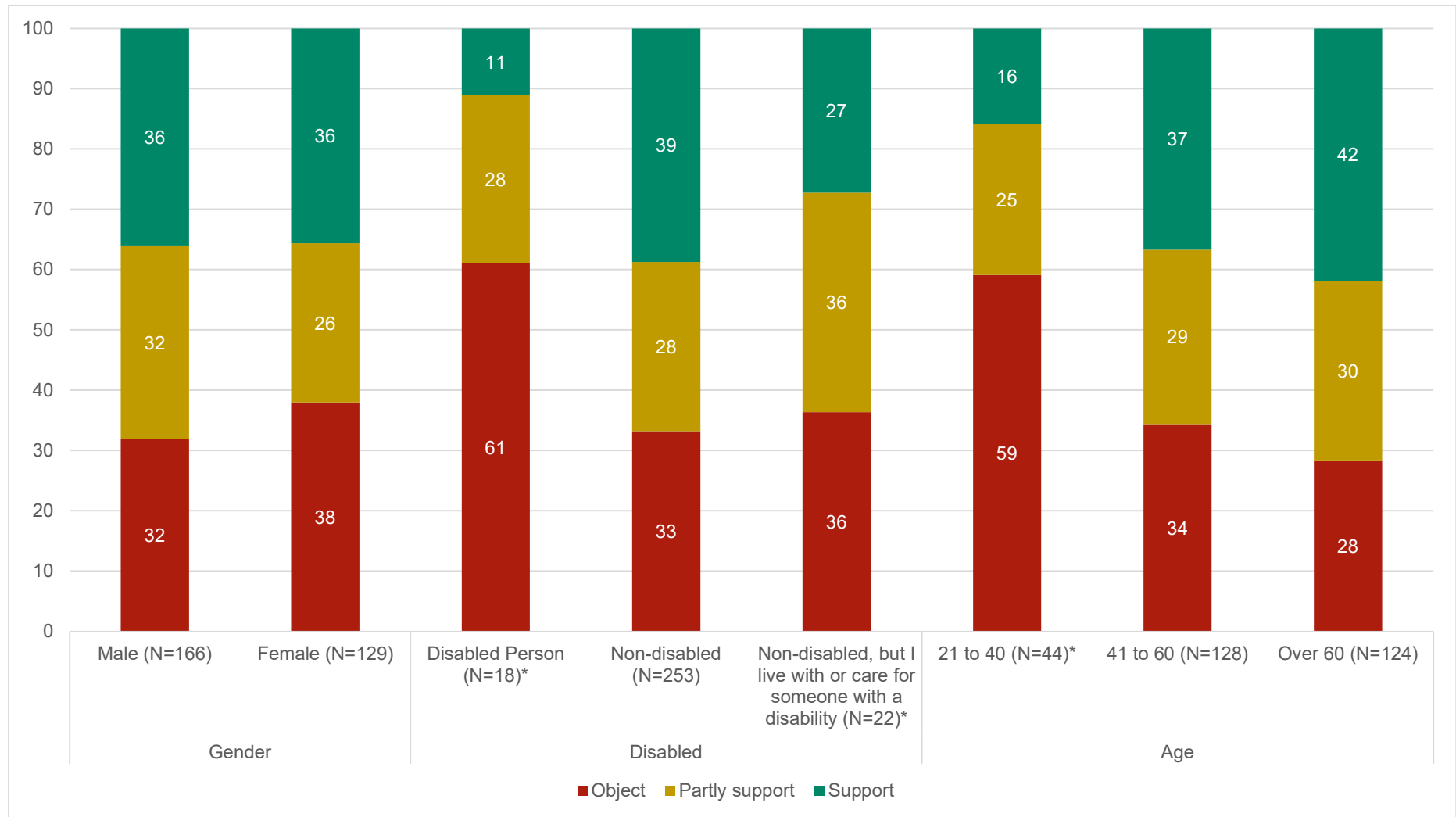
Respondents who gave a valid postcode were mapped by their support. This can be seen in Figure 3.1 [below](#).

Figure 3.1 Do you support or object to the proposed Traffic Regulation Order? (%)



Contains OS data © Crown copyright and database right 2021

Figure 3.2 Do you support or object to the proposed Traffic Regulation Order? (%)



Base: Gender 295, Disability 293, Age 296

*care needs to be taken due to small base size

3.1.3 Issues commonly raised

Two-thirds (68%) of respondents provided a comment giving their reasons for objecting to the proposals or only partly supporting. The most oft-mentioned reasons for opposing are as follows:

- **Proposals are unfair on those on lower incomes (24%, n=63)/ Cars kept on driveways should also be charged (3%, n=8)/ People cannot afford the extra cost (13%, n=35)** : Respondents felt that the proposals are unfair on lower income residents due to a variety of reasons such as;
 - Wealthier residents more likely to have driveways therefore avoiding the permits
 - Poorer residents are unable to afford to upgrade to newer, less polluting cars
 - Poorer residents are unable to afford the increase in charges

“I support residents parking but not emission-based pricing. Emissions based pricing is discriminatory particularly as people who have a driveway / garage and so don’t have / need a parking permit can drive any car they like with no charge! In other words, the more affluent areas of Bath don’t pay whilst some of the less affluent areas will have to pay a lot - particularly if they have a diesel vehicle.” (102196)

“They have a punitive effect on lower income residents who are likely to have older, diesel cars and are therefore being discriminated against. The measures also singularly fail to address the carbon impact of incentivising changes of vehicle.” (102706)

“Many people need financial help to change their vehicle to a low emissions car, not penalising for parking outside our own homes.” (105243)
- **Emissions based charging is unfair (15%, n=41) / Diesel owners being treated unfairly (6%, n=15)**: Some respondents felt that basing charges on the emissions of a vehicle is not fair as it does not take into account the mileage of a vehicle. In particular, diesel owners felt unfairly treated as they feel many diesel engines are now cleaner than petrol engines and diesels were advertised as a cleaner technology by the Government.

“My car, whilst a labelled higher polluter, is more likely to be one of the least polluting vehicles in the city due to both infrequent use and when used, is primarily used outside of and away from the city. Yet, with your proposals, I will be charged one of the highest levies to park it.” (102781)

“It is wrong to charge diesel owners more - in many cases diesels have greater fuel efficiency.” (102589)

“Diesels maybe more harmful in NOX emissions than petrol’s in general but as stated the latest euro 6 diesel engines do not emit as much NOX as the majority of pre-euro 6 petrol’s due to their particulate filters. Not taking into consideration diesel cars in this emission proposal is discriminating against diesel car owners especially when the Government strongly encouraged the public to buy diesel instead of petrol.” (106506)
- **Discriminates Elderly / Disabled (6%, n=15)**: Some respondents felt the proposals were unfair on vulnerable persons such as the elderly or disabled due to their need for a motor vehicle for transportation.

“I live in NE Bath and am partially disabled and don’t qualify for blue badge scheme, these proposals make it impossible to visit friends without incurring costs, which will lead to a reduction in social contact, the bus service is appalling, taxis ridiculously expensive and this scheme takes no account of vulnerable less well-off people.” (102622)

“The proposed increase in visitor permits for elderly residents with either visitors or people requiring access to a property to effect repairs/maintenance, is too much and will deter them from having essential work or visitors, thereby increasing stress and loneliness” (105647)

“I believe this will have an adverse impact on elderly and less able residents being able to freely access visiting friends and family in the city and attending Church.” (106898)

- **Will reduce social contact (3%, n=19):** Some respondents also expressed concerns that the increase in parking charges or the limited number of visitor permits could reduce social contact

“I do not agree with having visitor parking on a SUNDAY. This is my family day where we like to have visitors without having to worry about permits. I feel Bath thinks of tourists but no longer considers the feelings of local residents” (102721)

“Not happy with extending the parking restrictions to Sundays when many of us will have family and friends visiting us and we will have the increased cost of providing permits for them on that day. If you feel you need to extend to Sundays, why not have a much-reduced costs for resident's purchased permits on that day so it can be afforded without too much difficulty?” (106321)

- **Residents should park for free/do not support increase (12%, n=32) / Keep locals parking discount (3%, n=9):** Many respondents felt that residents should get free parking with reasons including that they need to keep their cars near their home, they already pay taxes, and the cars are not creating emissions when stationary. A small number of respondents also commented that the parking discounts for Bath and North East Somerset residents should be kept (n=6)

“You should be targeting people who travel into bath from surrounding areas and tourists instead you penalise local people and businesses” (102845)

“Why do residents in parking permit areas have to pay extra for parking when a stationary vehicle does not create emissions? Surely the charges should be against the use of a vehicle.” (102995)

“The removal of residents discount is not justified. A 10% increase is not modest.” (103416)

- **Proposed changes will have no impact to air quality (8%, n=21) / Proposals have additional environmental impacts (6%, n=16):** Some respondents felt that the changes will not achieve the overall aims of improving air quality overall either in the city or in a more global sense

“Any claims that it is promoting a clean air zone are bogus - all it does is move the pollution to somewhere else. bit like buying goods made in China which is a massive polluter but makes UK look good” (102313)

“Pushing people to get a new car with a large amount of new carbon emissions and getting rid of a perfectly working car which needs to be eliminated is a highly polluting exercise and unlikely to have a positive global impact on climate change before 2050 and this is again depending on the type of new car acquired.

New research has unfortunately shown that many hybrid cars are not used as they should and run mostly on petrol while transporting a heavy dead weight which is the empty battery never recharged. This makes these vehicles even more polluting than classic petrol cars, but the government will still reward the acquisition of this type of car” (103180)

- **Sundays should remain free (8%, n=22):** Some respondents felt Sundays should remain free with fears that charging would reduce social contact, others mentioned free parking on Sundays allows residents to attend religious services

"I do not agree with having visitor parking on a Sunday. This is my family day where we like to have visitors without having to worry about permits. I feel Bath thinks of tourists but no longer considers the feelings of local residents" (102721)

"My family and I will no longer visit Bath for shopping when Sunday parking is taken away because it will be too inconvenient and expensive to do so." (104270)

"Free Parking on Sunday enables people to enjoy meeting up, shop and using restaurants. Worrying about parking was until now unnecessary. The Park and Ride system doesn't work for residents especially around Christmas as the buses are full. (103359)

- **Will be harder for residents to park near their houses (12%, n=32):** There were also fears residents will not be able to park near their houses with some concerned that their access could be blocked entirely

"Object to the fact that a parking space is not guaranteed. If a charge is made, then a parking space within the residents address zone should be available. (104089)

"the problem parking is when one comes home from work - after 6pm. It is too expensive when there is still no guarantee you will be able to park anyway" (104665)

- **Will harm local businesses (7%, n=20):** There were fears the increase in parking fees could harm local businesses

"It will make access for traders and shoppers even more difficult and therefore affect the council income from their commercial property portfolio. It will encourage even more online sales." (103256)

"Free parking on Sundays helps businesses and encourages tourism. The council should be encouraging visitors to visit the city and rebuild prosperity which has declined during the COVID pandemic." (104450)

"We must be very careful that we don't introduce a scheme that damages our local traders. Not everyone can walk or cycle to their local independent shops, many of which are in residential areas." (107004)

- **Support changes to hotel parking (6%, n=15):** Respondents commented that moving hotel parking to off-street carparks would help alleviate some of the parking issues, others also noted an increase in Airbnb's also adding to the number of cars on the road. Respondents also felt that digitising hotel parking could make it difficult to police.

"I particularly support the removal of hotel and guest house parking from the streets in our area (Zone 1) to council car parks, and very much hope that this will be applied to all short-term lets too" (106384)

"I believe there are far too many hotel/holiday let cars allowed to park in residents parking spaces, it is impossible most of the time, when we arrive back home with our little grandchildren and all their items to park anywhere near our home, yet we pay an annual fee of £260 for two residents cars. Hotel and holiday let guests should park in designated car parks as in most major UK cities." (105624)

However, some hotel owners **Do not support changes to hotel parking (3%, n=8)** feeling the new regulations could threaten their business and cause an increase in pollution if their residents choose to use taxis to travel from the car parks,

"My location of Charlotte Street for hotels guests to park at will require 4 journeys. The guest driving to Charlotte to drop their car off, getting a taxi back to the hotel to check-in. Then a taxi back to Charlotte Street on departure their departure day and the subsequent extra drive form Charlotte Street." (103795)*

**this comment was echoed by a small campaign of 4 hotels in the area*

“Being in a resident zone near the centre it is frustrating to find our precious few spaces occupied by Airbnb guests (104732).”

- **Other comments** Some comments were made less frequently but nonetheless caused concern for respondents to the survey. Below is a list of comments that were given less frequently than those above. Note that some comments are not exclusive so may overlap with comments above:
 - Proposals are a tax or money-making scheme (12%, n=31)
 - Proposals will move issues to alternate sites (4%, n=11)
 - Will make life hard for multi car households (4%, n=10)
 - Visitor passes should be cheaper / more available (7%, n=19)

3.1.4 Suggested changes

Other respondents gave alternative suggestions to the proposals, either to improve the situation regarding parking in the city or to improve the air quality.

- **Need to invest in electric charging points (7%, n=20) / Electric cars are too expensive (4%, n=11):** Respondents noted that there is a lack of electric charging points in Bath and that in many of the areas where parking permits are in place, it would be impossible to charge a car due to a lack of a driveway or roadside access. Electric vehicles were also noted for their expense.

“at present we cannot change to the desired goal of electric vehicles when we cannot charge a vehicle at home (no garage) and there are no public charging spaces for us to do so either. If these were provided, I would be very keen to change to an electric vehicle.” (102707)

“On street charging facilities in residential areas are minimal and you can't guarantee parking anywhere near your property so switching to electric is much more difficult” (103546)

“Currently there are only two EV charging points in central Bath, in Southgate car park, where you have to pay to enter, and the Bath university Manvers Street carpark which is not available to everyone. Please install some EV charging points in the central zone to give your proposal some credibility. I suggest 1 EV charging point for every 5 parking spots.” (103442)

- **Improve public transport (9%, n=24), encourage Park & Ride (3%, n=9) and Cycling isn't practical (2%, n=6) :** Some respondents felt that the public transport system in Bath needs improving, with some saying they do not feel they can rely on it for their day to day life. Others also noted that the terrain in Bath makes active travel unfeasible for many due to the large number of steep hills.

“For residents who live up the hills in Bath, cycling isn't an option as hills are too steep, and the buses are so unreliable and don't turn up when the timetable says they will. So how am I meant to move towards using them? I have on several occasions waited nearly an hour for buses that should arrive every 20 minutes. This isn't good enough to travel to work or take my children into town.” (102685)

“Many students have to bring their cars to Uni due to a lack of buses and for transport to do sports such as rowing which is a long way from campus” (102778)

“The liveable neighbourhood project fails to address the lack of affordable mass transport and ignores that active travel such as cycling is impossible for families like mine who live at the top of hills in very small, terraced houses with little outside space so can't store bikes anyway.” (102935)

- **Ban students from having cars (4%, n=11) / Proposals are unfair on students (2%, n=6):** There was disagreement on the subject of students having cars some respondents felt the universities should ban students from bringing cars with them to the city as it would alleviate some of the parking issues in the city, however some respondents stated students require cars to reach placements or lectures and noted they may struggle for permits if their vehicles are registered at their parents' home

“I don't think Students should be allowed car permits. There should be adequate bus routes to the University, and they are encouraged not to bring cars by their own institutions. There is no way to enforce this at the moment so this could help solve this issue. During University holidays it's obvious that the parking situation is much easier which implies that a lot of students must be bringing cars.” (102264)

“Students should not be eligible for residents parking permits. They treat the street as a permanent car park, leaving cars permanently parked & using up spaces for working residents. If you want to reduce emissions, ban student vehicles like Oxford city council.” (102745)

“Many of the houses in the areas included in the proposed zone are rented by student who cannot afford to pay extra for a parking permit. Many students have to bring their cars to Uni due to a lack of buses and for transport to do sports such as rowing which is a long way from campus.” (102788)

“Students rarely register their cars at their student residence so would struggle to get permits, and already pay lots for university living and travel, and a permit would be yet another expense to stress over. Public transport is unreliable, and many people rely on cars to be able to commute between their family home and student house as train fares are expensive, so having a car is the most economical option for some students so having a car they can access easily is useful. introducing permits is unnecessary and yet another way to disadvantage students, especially since on street parking is very useful in Oldfield park considering the high density of students in the area as they move in and out which can take considerable time.” (103155)

- **Other comments** Other suggestions that were mentioned less often were as follows:
 - Parking can be improved with better monitoring or clearer spaces (1%, n=4)
 - Improve road layouts/ roadworks (5%, n= 13)
 - New proposals should be 24/7 (2%, n=6)
 - Pedestrianize city centre (1%, n=2)
 - Heavily charge 2nd vehicles (1%, n=2)

Appendix A

	Count	%
Unfair on poorer residents	63	24
Emissions based charging is unfair	41	15
People cannot afford the extra cost	35	13
Will be harder for residents to park near their houses	32	12
Residents should park for free/do not support increase	32	12
It is a tax / money making scheme	31	12
Proposed changes will have no impact to air quality	21	8
Will harm local businesses	20	7
More visitor passes are needed / object to price rise	19	7
Broadly support aims of the proposal	16	6
Diesel owners being treated unfairly	15	6
Discriminates disabled/elderly	15	6
Support changes to hotel parking	15	6
General disagreement	14	5
Ban students from having cars	11	4
Will just move parking issues to other areas/streets	11	4
Electric cars are too expensive	11	4
Hard for multi car households	10	4
Will reduce social contact	9	3
Keep locals discount	9	3
Cars kept on driveways should still be charged	8	3
Do not support hotel parking changes	8	3
Proposals are unfair on students	6	2
Cycling isn't practical	6	2
Proposals need to go further	5	2
Improve public transport	24	9
Sundays should remain free	22	8
Need to invest in electric charging points	20	7
Improve road layouts/road works	13	5
Encourage Park and Ride	9	3
Needs to be 24/7 for it to work	6	2
Space can be improved with better monitoring/clearer spaces	4	1
Pedestrianize city centre	2	1
Heavily charge 2nd vehicles	2	1
How will income from fines be spent	3	1
Proposals have additional environmental impacts	16	6
Comparison to other city/country/place	2	1
Other	23	9
Total	268	100

aecom.com