

Liveable Neighbourhoods Programme

Public Engagement Report 2021-22

Bath and North East Somerset Council

25 January 2022

Quality information

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Revision History

<u>Revision</u>	<u>Revision date</u>	<u>Details</u>	<u>Authorized</u>	<u>Name</u>	<u>Position</u>
V3	27/01/2022				
V6	28/01/2022				
V7	11/02/2022				

Distribution List

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Abbreviations

AQAP	Air Quality Action Plan
B&NES	Bath and North East Somerset
CAZ	Clean Air Zones
EV	Electric Vehicle
LTN	Low Traffic Neighbourhood
RPZ	Residents Parking Zone

1. Executive summary

- 1.1.1 Bath and North East Somerset (B&NES) Council is proposing the implementation of a Liveable Neighbourhoods Scheme following their declaration of a Climate and Ecological Emergency in 2019. The Liveable Neighbourhoods Scheme is designed to help achieve carbon neutrality by reducing the reliance on vehicles and rethinking how road space is used in line with the Bath and North East Somerset Council Climate Action Plan (2019).
- 1.1.2 Liveable Neighbourhood Schemes have been introduced across the United Kingdom, aiming to promote and prioritise forms of active travel, such as walking and cycling, and making improvements to the public realm whilst ensuring those with mobility restrictions are not disadvantaged.
- 1.1.3 Following the publication of three strategies in July 2020 to help guide and support the creation of future Liveable Neighbourhoods, B&NES Council conducted a five-week period of public consultation in Autumn 2020. A total of 3,326 responses were received which were generally very supportive of Liveable Neighbourhood Schemes.
- 1.1.4 Further to the 2020 public engagement period, Ward Members were invited to make applications for Liveable Neighbourhoods within their areas. A total of 48 applications were received and following analysis 15 priority areas were identified (Figure 1).
- 1.1.5 To gain further feedback on the refined proposals a second public engagement period was held between November 2021 and January 2022. The engagement period used a hybrid approach of both in-person and online events, considering Covid-19 restrictions. Feedback was received via an online mapping tool and hard-copy feedback forms. A total of 1,684 individual responses were received (Figure 8).
- 1.1.6 Responses to the public engagement were generally positive, with 51% of respondents in support of Liveable Neighbourhood Schemes, 36% expressed neutral views, and 13% were against their implementation.
- 1.1.7 Across the 15 Areas represented clear trend emerged within the responses with many areas citing a wish for changes to improve pedestrian safety, an increase in traffic calming measures, and improved cycling infrastructure. These trends were more apparent in community areas where there are schools. Measures most often suggested included new cycle lanes, additional or improved pedestrian crossings, closing particularly busy roads to through traffic with the aim of preventing 'rat-running' and speeding, and parking restrictions during school drop-off and pick-up times.
- 1.1.8 Additionally, a desire for general improvement of the public realm across all areas was expressed. Suggestions included cleaning pavements, improving, and increasing green space, and additional lighting along footpaths.
- 1.1.9 Some respondents raised a number of concerns. Most often, concerns were highlighted regarding the implementation of Residents Parking Zones (RPZ), the perceived negative impact these could have on communities, and the potential impact of the closure of roads to through traffic. Many respondents suggested that the implementation of measures such as these would simply move an existing problem from one area of the community to another.
- 1.1.10 A key theme that arose through the feedback to question one, regarding positive aspects of an area included a strong community spirit and the vicinity to shops and services and was found continuously throughout the 15 areas.
- 1.1.11 Future stages of the programme include a co-design workshop with community stakeholders, whereby the responses from this stage of engagement, as detailed in this report, will be used to determine potential measures to be implemented to create Liveable Neighbourhoods.

2. Introduction and background

2.1 Introduction

- 2.1.1 This report relates to the development of the Bath and North East Somerset Liveable Neighbourhood Scheme (hereafter referred to as the 'Scheme') which is proposed by Bath and North East Somerset Council (hereafter referred to as the 'Client' or 'B&NES Council').
- 2.1.2 This engagement report has been prepared by AECOM on behalf of B&NES Council. It sets out the Council's approach to public engagement, providing a description of the activities undertaken to engagement with key parties both prior to, and during, the project's initial public engagement period.
- 2.1.3 The report also provides a summary of the responses received during the 2021 public engagement period, as well as a description of the approach to the analysis of the responses and conclusions.

2.2 Policy

- 2.2.1 In March 2019, B&NES Council declared a Climate Emergency. An Ecological Emergency was declared in July 2019. With this in mind, B&NES Council aims to achieve carbon neutrality by 2030. It is this goal that forms the basis of the Client's overarching strategic plan, the B&NES Council Corporate Strategy, which sets out the two core policies designed to improve the lives of local people: *Tackling the Climate Emergency* and *Giving People a Bigger Say*.
- 2.2.2 To help achieve carbon neutrality, B&NES Council's aim is to create Liveable Neighbourhoods that will breathe new life into residential areas by reducing the dominance of vehicles and rethinking how road space is used.

2.3 Tackling the Climate Emergency

Climate Action Plan (2019)

- 2.3.1 The Climate Action Plan (2019) sets out B&NES Council's intention to reduce carbon emissions, improve air quality, promote healthier lifestyles through a major reduction in car use, and a shift to more active and sustainable travel.
- 2.3.2 According to Public Health England, active travel means choosing to walk and/or cycle for the purpose of everyday journeys, as an alternative to motorised transport, such as cars or motorbikes etc. The key aspect of an active travel trip is that a person's physical activity results in the completion of an everyday trip.
- 2.3.3 The Liveable Neighbourhoods Programme will play a significant part in tackling the Climate Emergency while improving the health and wellbeing of residents and visitors in the area.

Air Quality Action Plans (AQAPs)

- 2.3.4 The B&NES Council Air Quality Action Plans (AQAPs) aim to improve air quality by reducing Nitrogen Dioxide (NO₂) pollutants levels, primarily emitted by motorised vehicles, to within legal limits in locations across Bath and the surrounding area. The Liveable Neighbourhoods Scheme presents the opportunity to improve air quality in residential areas by implementing measures that encourage people to choose modes of travel other than motorised vehicles.

2.4 Giving people a bigger say

- 2.4.1 The Liveable Neighbourhoods Programme incorporates the ideas, suggestions, and needs of local people at every stage and helps to underpin the three guiding principles set out in the Corporate Strategy: preparing for the future, delivering for local residents and focusing on prevention.

Preparing for the future

- 2.4.2 B&NES Council is seeking to support the transition to a green, local economy and enabling a major shift to walking, micro-mobility, cycling, car-sharing, buses, and rail.

Delivering for local residents

- 2.4.3 Facilitating significant improvements to transport infrastructure and working together with local communities and schools will encourage widespread behaviour change towards forms of transport other than cars. These improvements will be implemented alongside the introduction of Low Traffic Neighbourhoods (LTNs – see below for more details).

Focusing on prevention

- 2.4.4 By prioritising preventative approaches the scheme will enable people to stay healthy, supporting our residents to live well and independently and promoting good health and while reducing health inequalities.
- 2.4.5 The Liveable Neighbourhood scheme fully supports a key priority in the B&NES Health and Wellbeing Strategy (2015) to ‘create healthy and sustainable places’ and the outcome of ‘a built and natural environment which supports and enables people in our communities to lead healthy and sustainable lives’.

2.5 Policy context

- 2.5.1 Three strategies were created in July 2020 to help guide and support the creation of future Liveable Neighbourhoods: Low Traffic Neighbourhoods (LTNs), Residents Parking Schemes, and the On-street Electric Vehicle (EV) Charging Strategy.

Low Traffic Neighbourhoods (LTNs)

- 2.5.2 LTNs are being introduced by councils across the UK to tackle traffic issues within communities to respond to the Climate Emergency and improve air quality, improve neighbourhoods quality of life, health and wellbeing, promote active modes of travel, and remove the through movement of motor vehicles and associated impact of rat-running along unsuitable residential roads. While LTNs are designed to prevent rat-running, they also ensure that residents can continue to drive and park on their streets and improve their general health and wellbeing.

Residents Parking Schemes

- 2.5.3 Resident parking is a method to manage on-street parking by prioritising residents through the use of spaces dedicated to permit holders either prohibiting other users or limiting their waiting times.
- 2.5.4 Reducing non-local vehicles parking in residential areas, provides the opportunity to return neighbourhood schemes to the people who live and work there and encourage others to park in more appropriate areas, such as Park and Ride sites.

On-street Electric Vehicle (EV) Charging Strategy

- 2.5.5 In line with the Climate Emergency declared by B&NES Council in March 2019, the On-street Electric Vehicle (EV) Strategy aims to enable the reduction of the use of high-emission vehicles and encouraging a switch to low-emission vehicles, such as electric vehicles (EV).

- 2.5.6 A key aspect of this is the recognition that, for many residents, access to on-street electric vehicle charging is critical, highlighting the need to provide an improved network of public charging points.

2.6 Aims and objectives

2.6.1 The Scheme's main aims and objectives are as follows:

- Better physical and mental health and wellbeing for residents
- Closer communities supported by quieter, safer streets
- Inappropriate use by HGVs, and removal of rat running, speeding vehicles on residential roads
- Better walking and cycling infrastructure, with more people walking or cycling their shorter journeys
- Better places for business
- Fewer people relying on private cars or vehicles to get around
- Fairer access to road space by all users
- A reduction in on-street, non-residential parking to make way for EV charging, car clubs, social spaces, and improved walking and cycling routes
- A cost-effective approach to achieving this

3. Liveable Neighbourhoods Programme

3.1 What is a Liveable Neighbourhood?

- 3.1.1 Liveable neighbourhoods are designed as a simple and cost-effective way to reduce through-traffic, a source of noise, pollution, and hazards. Their aim is to promote and prioritise walking, cycling, wheeling and public realm improvements, without disadvantaging people with mobility restrictions.
- 3.1.2 Liveable neighbourhoods have been introduced across the world to improve the environment in residential areas and solve problems associated with motor vehicles. Developed collaboratively with communities, they can turn noisy, polluted, or dangerous streets into pleasant, safe, healthy places to live and work.

Key principles

Size and location

- 3.1.3 A Liveable Neighbourhood is generally a group of residential streets bordered by a main road where lorries, public transport, and most traffic flow. The neighbourhoods are often grouped around key amenities, such as schools, surgeries, and shops.
- 3.1.4 The criteria for Liveable Neighbourhoods are based on best practice in relation to the size and location of an area. Typically, Liveable Neighbourhoods are around 1km² and should take less than 15 to 20 minutes to walk across. The area size ensures that it is a distance that people would be willing to walk/cycle rather than drive, ensuring that a scheme does not push motor vehicles or parking to other unsuitable roads and neighbourhoods.

Vehicle and parking restrictions

- 3.1.5 A range of measures can be used to restrict vehicle access into residential neighbourhoods to bring about a safer and more attractive environment to walk, cycle and wheel in. A significant aspect of these measures is that they do not prevent vehicles from entering the neighbourhood, they are designed to stop through traffic or rat-running. Residents are still able to drive, park, and receive deliveries on their streets.
- 3.1.6 Measures that are implemented are proportionate to the issues experienced and could include, but are not limited to the following:
- Modal filters or access control (a road design that restricts the passage of certain types of vehicle)
 - One-way streets
 - Time-limited access restrictions with signage and enforcement
 - Width restrictions to stop HGVs passing through
 - Traffic calming and speed limit restrictions
 - EV charging

Promotion of active travel

- 3.1.7 Reclaimed space from vehicles can be used to improve streets for pedestrians, cyclists, and e-scooters. This can include wider pavements, cycle paths and priority at crossings. Better walking and cycling routes can improve access to public transport and encourage more children to walk to schools and parks. This has obvious health and wellbeing benefits, and changing the way that vehicles move around an area can free up local bus routes and reduce overall journey times.

Public realm improvements

- 3.1.8 The focus of a Liveable Neighbourhood is to enhance the sense of community, health, and wellbeing through the introduction of places to sit and enjoy, places to meet and socialise, play areas, cycle storage, and trees and planting. This can be achieved by reclaiming space from vehicles. Changes can be introduced temporarily on a trial basis and all changes should be made through consultation with the community.

Community involvement

- 3.1.9 A key aspect of the development of Liveable Neighbourhoods is engagement with the community, often in identifying areas and developing designs. One of the benefits of Liveable Neighbourhoods is the relative ease of testing and the monitoring of its effectiveness. Measures can be temporary or changed easily before making an investment or for interventions to become permanent.
- 3.1.10 Overall, Liveable Neighbourhoods have been seen to encourage more people walk or cycle and reduce vehicle trips which is beneficial for health and the environment. This also allows better and safer access for those with mobility restrictions. Space reclaimed from cars can be turned into attractive spaces to meet and relax, where businesses can thrive.

3.2 Engagement to date

Public consultation Autumn 2020

- 3.2.1 A series of draft documents were issued for public consultation between 9 September and 18 October 2020. These documents included:
- Low Traffic Neighbourhood Strategy
 - Residents Parking schemes
 - On-street Electric Vehicle Charging Strategy
- 3.2.2 An online survey was issued to gauge public opinion on these documents. The aim of the consultation was to gather views towards the development of Liveable Neighbourhoods in Bath and North East Somerset. Below is a summary of the feedback received from the 5-week consultation period.
- 3.2.3 Feedback was gained through an online survey hosted on the 'SurveyMonkey' platform; the online questionnaire comprised 49 questions. Alongside the survey, a consultation summary document was provided to give guidance on the Liveable Neighbourhoods concept.
- 3.2.4 The online survey generated 1,575 individual responses, as well as 15 additional hard-copy responses written and submitted as letters or copies of the draft strategies. Strong support for Liveable Neighbourhoods was identified throughout the responses, however, a variety of concerns were also highlighted.
- 3.2.5 The feedback identified during the 2020 consultation period was used to update the strategy documents, which helped guide the identification, design, and development of the Liveable Neighbourhoods Programme.
- 3.2.6 More information can be found at: <https://beta.bathnes.gov.uk/liveable-neighbourhoods-consultation>.

CommonPlace

- 3.2.7 Alongside the initial public consultation, the Client produced an online survey map to identify areas and opportunities to create more space for walking and cycling, improve accessibility, and look at ways to reduce the impact of traffic.
- 3.2.8 In total, the survey received 3,326 comments, each linked to an individual pin on a map of the Bath and North East Somerset area, where people were able to identify issues in local neighbourhoods and suggest ways to improve these. They were also asked if they would like to see temporary changes made permanent.

3.2.9 The original consultation feedback can be viewed at: <https://bathnesliveablestreets.commonplace.is/>

3.3 Moving the Liveable Neighbourhoods Programme forward: area selection

3.3.1 Following the 2020 consultation, the B&NES former Joint Cabinet Members for Transport invited all Ward Members on 15 January 2021 to make applications for Liveable Neighbourhoods within their areas, by the following three deadlines: 12 February, 5 May, and 5 August 2021.

3.3.2 On 5 May 2021, 48 separate applications had been received by B&NES Council. The applications were divided into six categories:

- Low Traffic Neighbourhoods (LTNs)
- School streets/safe routes to school
- Other pedestrian safety/public realm schemes
- Enforcement schemes
- Residents Parking Zones (RPZs)
- EV charging schemes

3.3.3 A prioritisation methodology was used to identify priority areas for implementation, based on the following parameters:

- Number of households
- Alignment with LTN objectives/ severity of issues
- Potential timeframe/ complexity
- Alignment with wider strategy

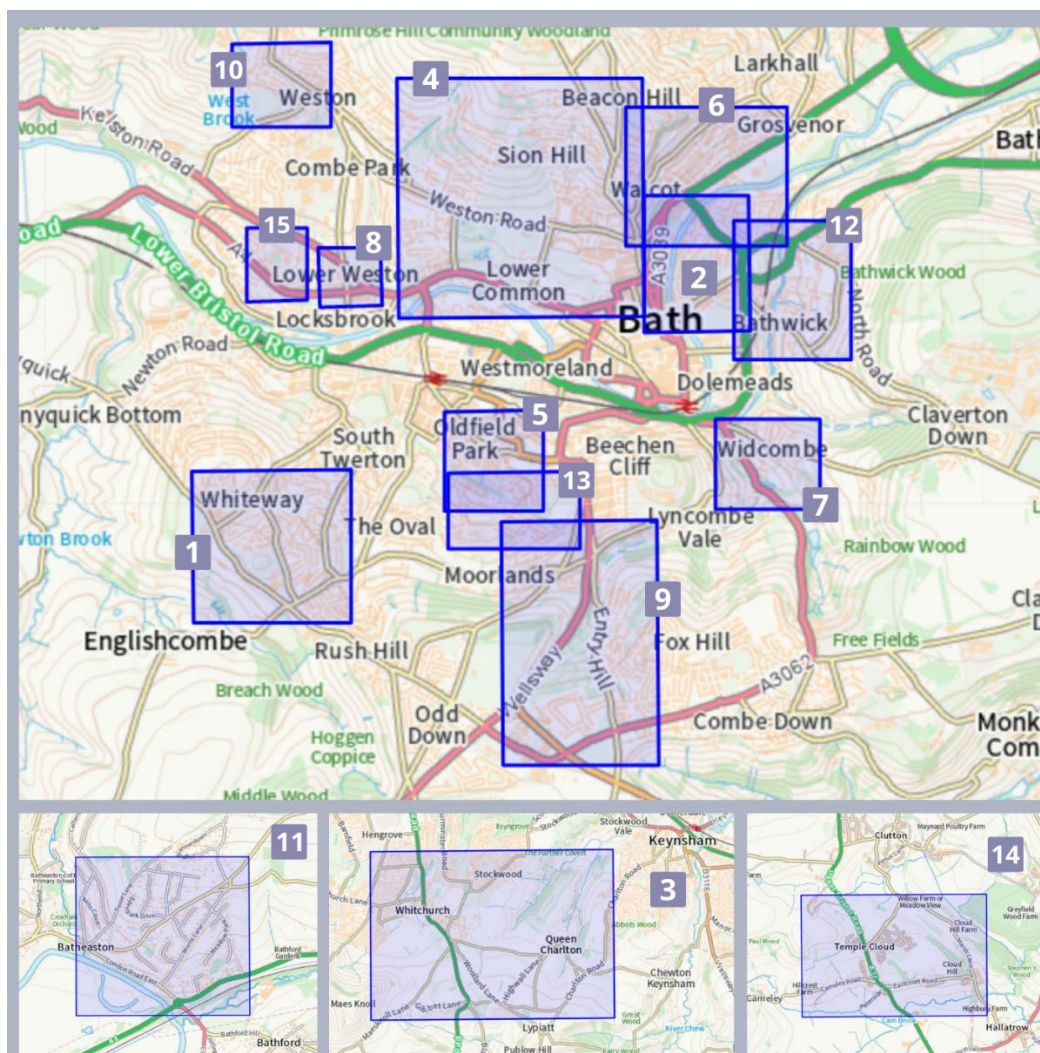
3.3.4 Many applications were next to similar proposals, so some areas were linked to ensure that synergies could be identified to deliver benefits. As a result, 15 priority areas were identified as suitable to become Liveable Neighbourhoods and included in a report submitted by B&NES Council for approval by the Council Cabinet on 23 June 2021. The areas selected are as follows:

1. Southdown, Bath: **Mount Road**
2. Bathwick, Bath (I): **Area bounded by Sydney Place, Great Pulteney Street, St Johns Road and Bathwick Street**
3. Publow with Whitchurch and Saltford: **Whitchurch and Queen Charlton village**
4. Kingsmead and Lansdown, Bath: **Circus, Lower Lansdown, Marlborough Buildings, Royal Victoria Park and Cork Street area**
5. Oldfield Park, Bath: **Oldfield Lane and First, Second and Third Avenue**
6. Walcot, Bath Phase 1: **London Road, Snow Hill, Kensington Gardens, and adjacent roads**
7. Widcombe and Lyncombe, Bath (I): **Church Street and Prior Park Road**
8. Newbridge, Bath (I): **Chelsea Road**
9. Widcombe and Lyncombe, Bath (II): **Entry Hill**
10. Weston, Bath: **Southlands**
11. Batheaston, Bathavon North: **Morris Lane and Bannerdown**
12. Bathwick, Bath (II): **(New) Sydney Place and Sydney Road**
13. Moorlands, Bath: **Egerton Road and Cotswold Road**
14. Mendip: **Temple Cloud**

15. Newbridge, Bath (II): **Lyme Road and Charmouth Road**

3.3.5 Figure 1 shows a map of the different areas. The numbers of the list above correlate to the numbers shown on Figure 1.

Figure 1 Maps of the 15 selected areas included in the Liveable Neighbourhoods Programme



3.3.6 It is important to note that the boundaries of these areas are not fixed at this point and are subject to change depending on the outcome of the rest of the Liveable Neighbourhoods Programme.

3.4 Programme timeline

3.4.1 The timeline in Figure 2 below shows the lifecycle of the Liveable Neighbourhoods Programme, including previous, current, and future stages. This report is a part of the community engagement stage, the results of which will help to support further stages of the programme.

Figure 2 Timeline of the Liveable Neighbourhoods Programme including previous, current, and future stages

- Liveable Neighbourhoods strategy development, July 2020**
Development of the LTN strategy, residents parking schemes, and the on-street EV charging strategy.
- Initial public consultation, September-October 2020**
Consultation of the public through an online survey and mapping tool to allow respondents to identify transport-related problems in their areas. A report was submitted for approval to Council Cabinet in June 2021 containing the list of the 15 priority areas.
- Community Engagement, November 2021-January 2022**
Latest stage of engagement, including an online survey map based on the 15 areas designed to gain feedback on what is good about each area and what can be improved.
- Establish schemes for fast tracking, January 2022**
Based on the public engagement feedback, some schemes may be suitable for fast-tracking to deliver simpler changes and quick wins for communities.
- Co-design of schemes, March 2022**
A series of co-design workshops with members of the communities to develop preferred concept designs for each area.
- Concept design public consultation, April 2022**
Public consultation period to allow communities the opportunity to comment on the concept designs created through the co-design workshops.
- Preliminary technical designs, May-June 2022**
Preparation of preliminary technical designs using the feedback gained through the concept design public consultation.
- Final public consultation, July-August 2022**
Public consultation to allow respondents the opportunity to comment of the proposed preliminary designs.

4. Engagement approach

4.1 Approach

- 4.1.1 A public engagement period was held by B&NES Council between Monday 29 November 2021 and Monday 3rd January 2022. The engagement period closed at 23:59 on Monday 3 January 2022.
- 4.1.2 The engagement period was originally planned to end on Sunday 19 December 2021 but was extended to provide more time for members of the community to take part during this busy holiday period. The updated end date was communicated via the programme webpage, social media, and a press release on Monday 20 December 2021. The press release can be found in Appendix C1.
- 4.1.3 The approach to engagement was influenced by the continued effects of the COVID-19 pandemic. A hybrid approach of both in-person and online events was taken forward to ensure that all participants felt comfortable taking part in the engagement process. The events focused on providing key information about the Liveable Neighbourhoods Programme as well as signpost people to the online survey (with suitable offline options for people unable to respond online).
- 4.1.4 In order to maximise participation from relevant stakeholders and the community and ensure the engagement was as accessible as possible, a range of engagement materials were provided allowing people to respond to the survey and request information in-person, online, by post, and/or by phone.
- 4.1.5 The purpose of the engagement period was to gain feedback from respondents relating to the 15 priority areas. Respondents were asked to identify what the positive aspects of an area are, and areas for improvement.
- 4.1.6 Feedback captured through the response form was then analysed and will inform the subsequent co-design stages of the programme. A full analysis of the received feedback can be found in Section 5 of this report.
- 4.1.7 A summary of engagement methods can be found below in Table 1 with further detail provided in the following section of the report.

Table 1 Summary of the engagement methods employed

Method of engagement	Summary
Liveable Neighbourhoods Programme webpage https://beta.bathnes.gov.uk/liveable-neighbourhoods-public-engagement-nov-2021/liveable-neighbourhoods-public-engagement-nov	<i>All engagement materials and information were made available on the B&NES Council project website. This was uploaded and live online from Monday 29 November 2021.</i>
Pop-up outdoor engagement events	<i>Six in-person outdoor events were held between Tuesday 7 December – Friday 17 December 2021.</i>
On-line virtual events	<i>Three online events were held between Monday 6 December and Tuesday 14 December 2021.</i>

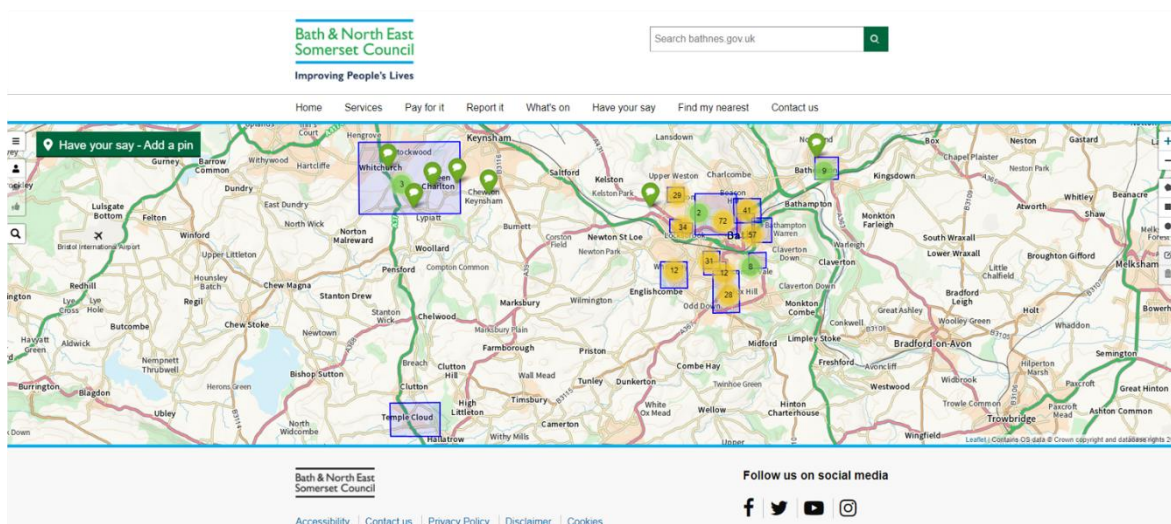
4.2 Methods of engagement

Liveable Neighbourhoods Programme webpage

- 4.2.1 A full overview of the engagement information was published on the programme webpage: <https://beta.bathnes.gov.uk/liveable-neighbourhoods-public-engagement-nov-2021/liveable-neighbourhoods-public-engagement-nov> on the engagement period launch date, Monday 29 November 2021. This link was included in all promotional materials such as the letters sent to residents. This was also communicated widely through a range of council departments, stakeholders, and community groups.

- 4.2.2 A host of information regarding the public engagement was available on the website for stakeholders and members of the community to access at their convenience. This allowed respondents to browse materials at their convenience and refer to materials when completing the feedback survey.
- 4.2.3 A link to the online survey map was accessible via the programme webpage, along with information for each online and physical event, including dates, times, and links (where applicable). There was also information available for those who preferred to fill out the response form by hand as well as the project contact details. A screenshot of the mapping tool can be found in Figure 3.
- 4.2.4 The information was continuously accessible during the engagement period and remains accessible after the end of the engagement period, as per the previous consultation period.

Figure 3 - Screenshot of the online survey mapping tool used to receive feedback



Public engagement events

- 4.2.5 Public engagement events were held throughout the public engagement period between Monday 6 December and Friday 17 December 2021. Details of the events can be found in the following sections.
- 4.2.6 Each event was publicised via a range of channels:
 - A letter sent to houses within the selected areas, detailed in section 4.4.2
 - Email sent to key stakeholder groups, detailed in section 4.4.5
 - Posters posted within the 15 areas directing viewers to events, detailed in section 4.3.4
 - Leaflets distributed to attendees of the events, detailed in section 4.3.2
 - The social media posts described in section 4.4.11 of this report
 - Press releases described in section 4.4.8
 - The Scheme webpages.

In-person, outdoor engagement events

- 4.2.7 Six outdoor, in-person engagement events were scheduled between Tuesday 7 December and Friday 17 December 2021 in locations across the 15 selected areas of the programme. A full schedule of the events can be found below in Table 2.

Table 2 Summary of the in-person outdoor events

Date	Time	Venue
Tuesday 7 December 2021	12:00-17:00	Church of Our Lady and St Alphege, Oldfield Lane, Bath, BA2 3NR
Thursday 9 December 2021	14:00-19:00	Margaret's Buildings, (nr Royal Crescent), BA1 2LP
Sunday 12 December 2021	12:00-17:00	Holburne Museum, Bath, BA2 4DB
Monday 13 December 2021	15:00-20:00	Morrisons car park, London Road, Bath, BA1 6AN
Wednesday 15 December 2021	14:00-19:00	Whitchurch Community Centre Car Park, BS14 0QB
Friday 17 December 2021	12:00-17:00	Riverside Car Park, Batheaston, BA1 7NB

4.2.8 Events followed COVID-19 guidelines and risk assessment protocols. They were held outside to help reduce the risk of COVID-19 for the event team and those attending from the community.

4.2.9 Venues for the events were chosen based on their estimated footfall and accessibility for the community. A gazebo was erected at venues where possible to provide shelter from the weather, however, all communications regarding physical events clearly stated that the events being held were subject to weather conditions.

4.2.10 Figures 4 below demonstrates how the events were set up.

Figure 4 Photo taken during the outdoor event held at the Riverside Car Park, Batheaston on Friday 17 December 2021



4.2.11 Care was taken to ensure that the events were COVID-19 secure. Staff wore face masks for the duration of the events, and attendees were encouraged to do the same. Face masks and hand sanitiser were provided for those who wanted them.

Figure 5 Photo taken during the outdoor event held at Morrisons Car park, London Road on Monday 13 December 2021



- 4.2.12 The events provided local stakeholders the opportunity to view information about the Scheme, speak with members of the project team about the project and ask questions. Members of staff present included council officers and team members from AECOM.
- 4.2.13 At the events, leaflets were available as well as information presented on iPads. Staff members were on hand to assist attendees to fill out the online response form or explain how to do so at a later stage.
- 4.2.14 Approximately 150 people attended the in-person events, and 54 questionnaire responses were captured at the events.

Online virtual events

- 4.2.15 Three online virtual events were held between Monday 6 December and Tuesday 14 December 2021 through the online webinar platform Teams. A full schedule of the events can be found below in Table 3

Table 3 Summary of online virtual events

Date	Time
Monday 6 December 2021	19:00-20:30
Wednesday 8 December 2021	19:00-20:30
Tuesday 14 December 2021	19:00-20:30

- 4.2.16 Online events were held for those who wanted to attend an event to ask questions and listen to information about the Scheme but who were unable to attend in person events.
- 4.2.17 Attendees were able to register for the event through the Eventbrite website, allowing the project team to monitor attendance.
- 4.2.18 The project team included council officers and members of the AECOM team. The project team presented a short presentation with information about the scheme, as well as directing attendees to the online response platform.
- 4.2.19 There was also time allocated to allow members of the public to ask questions through the Q&A function of the online webinar, which project team members were then able to answer.

4.3 Public engagement materials

4.3.1 The engagement materials referred to throughout this report are briefly outlined in the following section.

Leaflet

4.3.2 A leaflet was created and distributed to attendees of the in-person outdoor events. Leaflets contained information about the Scheme, as well as directed readers to the online response form through a QR code, as well as other communication channels. Approximately 500 leaflets were distributed at events.

4.3.3 A copy of the leaflet can be found in Appendix A1.

Poster

4.3.4 Posters were designed to promote the online and outdoor events, with posters distributed around Bath and the surrounding areas. The posters also featured a QR code which directed users to the online survey mapping tool.

4.3.5 Figure 6 shows an image of one of the posters advertising an in-person event, posted at Margaret's Buildings.

4.3.6 A copy of the poster and a map of the locations where they were posted can be found in Appendices A2 and A3

Figure 6 Photo showing a poster attached to a lamppost that was used to advertise an upcoming event at Margaret's Buildings



Response form

4.3.7 The response form was available through the survey mapping tool, shown as a link on the Scheme webpages. The form was attached to a pin that users could place on the map to illustrate a location that their comment pertains to.

- 4.3.8 While the main access to the response form was via the online survey mapping tool, respondents also had the option to request a hard-copy response form to complete by hand. This could be requested by email or phone, details of which were posted on the letter, poster, and website.
- 4.3.9 The questions included a mix of multiple-choice closed questions and open-ended questions, allowing respondents to elaborate on aspects of the Scheme that mattered most to them.
- 4.3.10 Data collected from these questions has been analysed in Section 4.0 of this report, which will help the Client and Project team to consider options for the co-design stage of the programme.
- 4.3.11 A copy of the feedback form is available in Appendix A4 of this document.

4.4 Communications and publicity

- 4.4.1 To publicise the engagement period and programme, a range of communications were used to raise awareness and encourage participation.

Letters

- 4.4.2 Mailing zone letters were sent to 13,374 local residents on the first day of the engagement period (29 November 2021) to notify them of the Scheme and engagement period, advising where to view materials and how to respond and engage during the engagement period. The letter also included details of the consultations event both online and outdoor, as well as the contact details for the project.
- 4.4.3 The mailing zone was determined by the Client and includes addresses within areas that are proposed for Phase 1 of the Liveable Neighbourhoods Programme. A 200m buffer was applied to the area boundaries in order to create a mailing zone.
- 4.4.4 A copy of the letter can be found in Appendix B1.

Notifications for key stakeholders

- 4.4.5 In addition to the mailing zone letter, an email was sent to 65 identified local stakeholder groups on 29 November 2021.
- 4.4.6 The email contained an attachment of the leaflet produced (as described in section 4.3.2) as well as links to the Scheme's webpages.
- 4.4.7 The email can be found in Appendix B2 of this report.

Press release

- 4.4.8 The B&NES Council communications team issued two press releases to local media outlets. The first press release was issued on Monday 29 November 2021 (the first day of the engagement period) and was also published on their website: <https://newsroom.bathnes.gov.uk/news/liveable-neighbourhoods-move-step-closer>.
- 4.4.9 The second press release was issued on Monday 20 December 2021 and acted as a reminder about the engagement period, informing readers of the extended deadline, and advertised the feedback form and website. The press release can be found here: <https://newsroom.bathnes.gov.uk/news/liveable-neighbourhoods-still-time-have-your-say>
- 4.4.10 The two press releases form Appendixes C1 and C2 of this report.

Social media posts

- 4.4.11 B&NES Council used its social media channels to promote the programme and engagement throughout the engagement period.

4.4.12 34 social media posts were prepared by the AECOM team, which directed people to the various events that were held, as well as providing information about the Scheme. Social media platforms used included Facebook, Instagram, and Twitter.

4.4.13 Figure 7 shows a screenshot of a tweet posted to the B&NES Council's Twitter page advertising a virtual event hosted on Monday 6 December 2021.

Figure 7 Screenshot of tweet advertising an online event posted to the B&NES Council twitter page



4.4.14 A full summary of the social media posts can be found in Appendix D.

4.5 Accessibility considerations

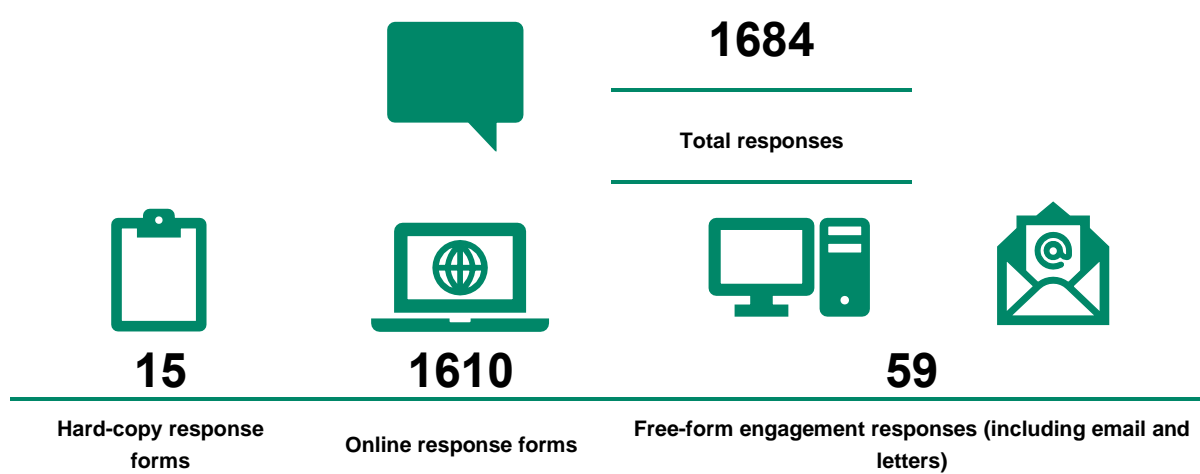
- 4.5.1 In line with the B&NES Council's engagement and accessibility policies, measures were taken to ensure that the public engagement process was accessible.
- 4.5.2 It is acknowledged that not all members of the community have access to online services, and so a range of hard-copy responses and in-person events were offered to ensure that everyone had access to information and the response form.
- 4.5.3 A hybrid approach of both virtual and physical events was adopted in response to the COVID-19 guidelines at the time. Virtual events allowed stakeholders to attend events online from home during evenings if they did not want to meet the project team face-to-face.
- 4.5.4 In-person events were held outside during the daytime to reduce the risk of COVID-19, allowing respondents to provide feedback verbally to the Project team to be entered onto the online response form on their behalf. Venues were chosen based on their accessibility to residents of the area, and mobility accessibility requirements were also considered when choosing venues for events to be held at.
- 4.5.5 The B&NES Council Connect telephone service and project email address was accessible for those who wanted to request a hard-copy response form or a response form in an alternative format.
- 4.5.6 Information of the event was publicly available throughout the public engagement period both on the Scheme's webpage and via communication channels.
- 4.5.7 We acknowledge and learn from feedback received at each stage of the project regarding accessibility and equality and will take this into consideration for future stages.

5. Feedback and analysis

5.1 Introduction

- 5.1.1 This section of the report provides a summary of the feedback received during the 2021 public engagement.
- 5.1.2 The main method for submitting feedback was via the online survey mapping tool. This method allowed respondents to submit their comments at a time most convenient to them.
- 5.1.3 People were also able to submit comments during one of the in-person events, or they could request hardcopies of the survey questionnaire or submit free-form responses by contacting the Council Connect helpline or emailing the dedicated project email.

Figure 8 Summary of responses received during the public engagement period

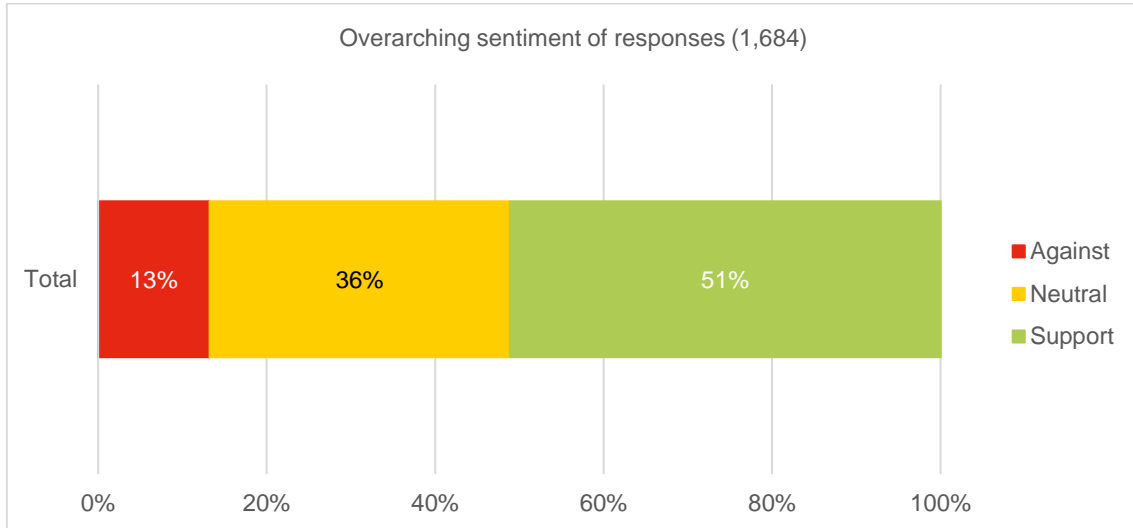


- 5.1.4 A total of 1,684 responses were received across all feedback channels. As illustrated by Figure 8, 1,610 online survey submissions were received, of which 54 were captured during the in-person events. 15 hard-copy response forms and 59 free-form engagement responses (including email and letters) were also received.
- 5.1.5 Questions 1 to 5 of the response form (available in Appendix A4) consisted of multiple-choice questions, with the requirement to select at least one of the options in order to submit the form. Respondents were invited to select as many of the answers as applied to them. These questions were:
 1. What is your connection to the area?
 2. What would you say is good about the area currently?
 3. What do you think are the transport related problems and wider issues in this area?
 4. Which measures would have the most positive impact on you?
 5. How would the measures you identified in question 4 affect your quality of life?
- 5.1.6 Questions 1 to 5 also had the option of a free-text response, for any aspects that were not available within the provided options. Of these responses, any additional features that were mentioned have been detailed within the analysis, and any responses that were applicable within the options were included within the figures.
- 5.1.7 Question 6 was an open-ended question, asking for “Any other comments?” enabling respondents to elaborate on aspects that mattered most to them.

5.1.8 Analysis of the responses to question 6 and free-form responses included thematic coding based on the sentiment (support, neutral, and against), as well as based on the topics mentioned within the comment.

5.1.9 The overarching sentiment across all 15 areas is shown in Figure 9. Of the total respondents who provided comments in response to question 6, 51% were supportive of the project, 36% felt neutral, and 13% were against the project.

Figure 9 Summary of sentiments from all responses across all areas (1,684)



5.1.10 To help better understand the demographic of those submitting feedback via the online and hard-copy response forms, respondents were asked to indicate their age bracket and how they identify.

5.1.11 Of the total respondents, 2% were aged 16-24, 22% 25-44, 37% 45-64, 18% 65+ and 21% preferred not to say/did not say.

5.1.12 Of the total respondents, 38% answered female, 42% male, 20% preferred not to say/did not say, and less than 1% preferred another term. This information can be found displayed in Figures 10 and 11 below.

Figure 10 Summary of demographic data of respondents (1,625): Age

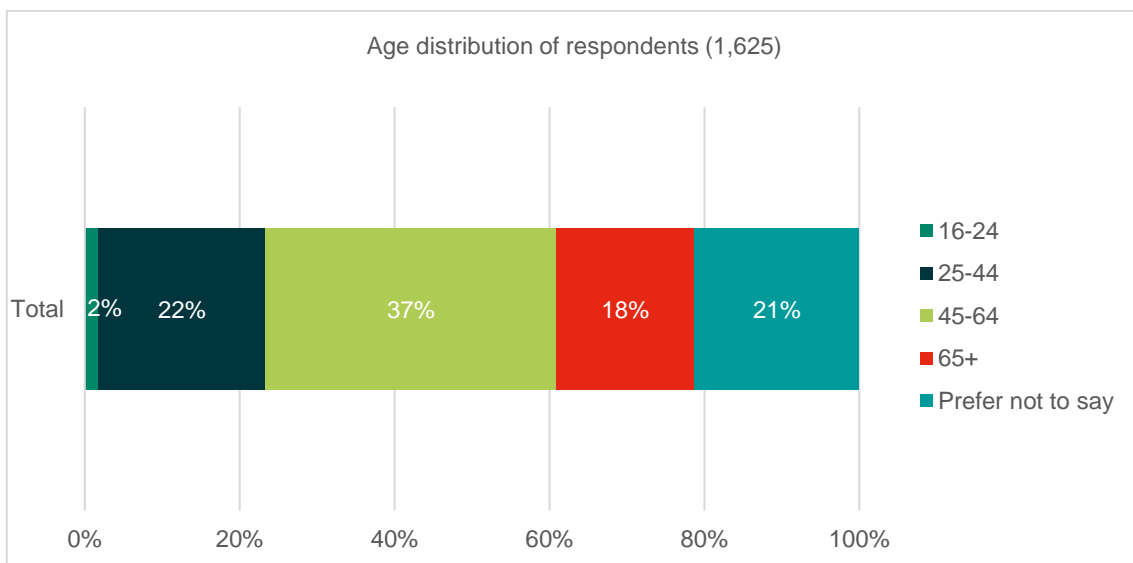
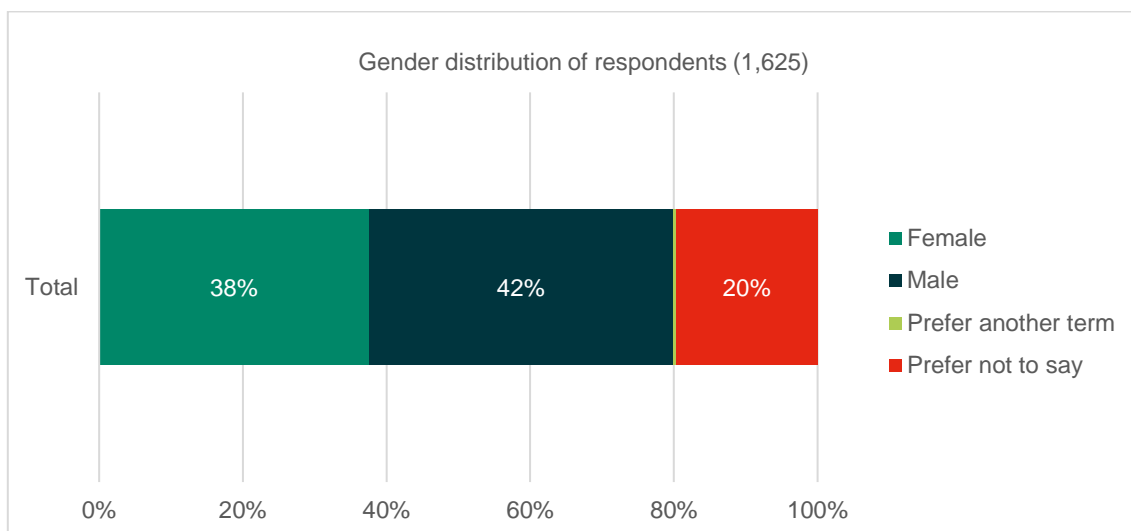


Figure 11 Summary of demographic data of respondents (1,625): Gender



5.2 Area 1 - Southdown, Bath: Mount Road

- 5.2.1 Out of the 1,625 responses submitted via the online or paper survey, 42 commented on Area 1 and completed questions 1 to 5.
- 5.2.2 Questions 1 to 5 were multiple-choice, with an option to select 'Other' should a respondent want to put forward an answer that was not listed. These questions were required to be completed and respondents were invited to select as many of the answers as applied to them.
- 5.2.3 Feedback is presented by response count with no graphs due to the low response base.

Question 1: What is your connection to the area?

- 5.2.4 The response form asked those submitting comments to select what their connection is to the area. Responses were as follows: 37 said that they are residents, nine travel through the area, five visit friends in the area, and four are part of a community group. Three said it is their place of work, three park their car in this area when working or shopping nearby, two said their child/children attend a school in the area but they live elsewhere, and one is an Elected Representative.

Question 2: What would you say is good about the area currently?

- 5.2.5 The response form asked those submitting comments to indicate what they felt is good about the area. Responses were as follows: 34 said close to shops and services, 24 good public transport links, and 15 a strong community spirit. Five said good parking facilities, three good accessibility, such as walking, wheeling, or cycling, two a safe and healthy environment, and one said low levels of through traffic.
- 5.2.6 Respondents also identified access to the countryside as a positive associated with the area.

Question 3: What do you think are the transport related problems and wider issues in this area?

- 5.2.7 The response form asked those submitting comments to state what they believe are the transport related problems in the area. Responses were as follows: 35 said speeding traffic, 30 through traffic, 24 school run traffic, and 22 parking. 18 said pavement parking, 13 HGV traffic, 12 space for wheeling, walking, or cycling, and 11 idling vehicles. Eight said poor facilities for disabled people, four poor signage, three a lack of EV charging points, and one a lack of on street bike parking.

- 5.2.8 Some of the problems associated with the area include poor conditions of pavements, poor public transport infrastructure and safety concerns related to pedestrian crossing.

Question 4: Which measures would have the most positive impact on you?

- 5.2.9 The response form asked those submitting comments to identify which measures they would have the most impact on them. Responses were as follows: 25 said a restriction on through traffic or HGVs, 21 new pedestrian crossings, 15 new or wider footways, and 14 new or improved cycle lanes. 10 said trees and planting, nine better or more residents parking, nine places to sit, and eight improved street lighting. Seven said temporary street furniture or public art, three EV charging facilities, and one installation of bike lockers.
- 5.2.10 Other measures identified include improvements to cycling infrastructure, increased parking restrictions, and less pollution.

Question 5: How would the measures you identified in question 4 affect your quality of life?

- 5.2.11 The response form asked those submitting comments to share how the measure they identified in question 4 would affect their quality of life. Responses were as follows: 23 said it would support their health and wellbeing, 21 said it would allow them to walk, wheel or cycle more, 20 would enjoy their local park, square or street area more, and 20 said it would mean they live in a more inclusive and accessible place. 12 said they would use their local shops and other facilities more, eight would use their car less often for short journeys, five said it would allow them to use public transport more, and three would socialise more.
- 5.2.12 Other impacts associated with the previously identified measures includes an increased feeling of safety, a better quality of life, and an improved environment relating to climate change and pollution.

Question 6: Any other comments?

- 5.2.13 The response form asked those submitting comments if they would like to add any other comments. A total of 32 respondents provided additional comments. Analysis of this question also includes free-form email and letter responses.

Table 4 Summary of Area 1 responses to Q6 'Any other comments?'

Theme	Summary of responses to 'Any other comments?'	Number of comments
Cycling	Safety Comments that demonstrate a desire to improve cyclist safety. Comments that cyclist safety is often at risk because of speeding traffic.	4
	Routes A comment that cyclists would benefit from residential roads becoming useable cycle routes.	1
Engagement	Criticism A comment that the survey questions should have been in a 'Yes/No' answer format.	2
Parking	Illegal and pavement parking Comments that people often park illegally on double yellow lines, at junctions and outside shops, and/or park on pavements. This creates a safety hazard.	6
	Enforcement A comment that time restrictions for parking bays should be enforced.	1

	Increase A comment that diagonal parking bays should be implemented.	1
Pedestrian	Pavements Comments that the condition of pavements need to be improved.	5
	Crossings Comments that crossing roads is unsafe, particularly during school drop-off and pick-up. Requests for either improvements to current crossings or installation of new crossings, which would also have a positive effect of traffic calming.	4
	Safety Comments that pedestrian safety is at risk or a desire to improve it. Often in relation to the speed of traffic, perceived rat running and pavement parking.	5
	Dropped kerbs Comments that general access improvements, such as dropped kerbs would be welcomed, particularly for wheelchair users and pedestrians with push chairs.	2
Public spaces	Street furniture, and trees and planting Comments that investment in public spaces, such as shopping areas, is needed to make them more desirable locations to visit. Suggestions include street furniture and greenery.	5
Road	Restrictions Comments that access to residential roads should be restricted for through traffic and HGV traffic. One comment suggested restricting traffic during school start and end time.	5
	Traffic calming measures Comments that traffic calming measures are needed to help reduce vehicle speeds, suggestions include narrowing roads and raised tables. People also suggested installing speed cameras and reducing the speed limit.	4
The Scheme	Concerns Comments that traffic discouraged from using a particular road will negatively impact other nearby roads.	2
Traffic	Issues Comments that there are several types for traffic related issues in the area. Speeding, rat-running and school traffic are the most common.	25
	Pollution Comments that traffic issues within the area are increasing air and noise pollution.	3

5.2.14 Of those respondents that provided additional comments by answering question 6, two were against Liveable Neighbourhood solutions being implemented. Eight were neutral, by either identifying problems or a desire to improve certain aspects of the area but without making any specific suggestions for solutions. 22 were supportive to see change reflective of a Liveable Neighbourhoods concept.

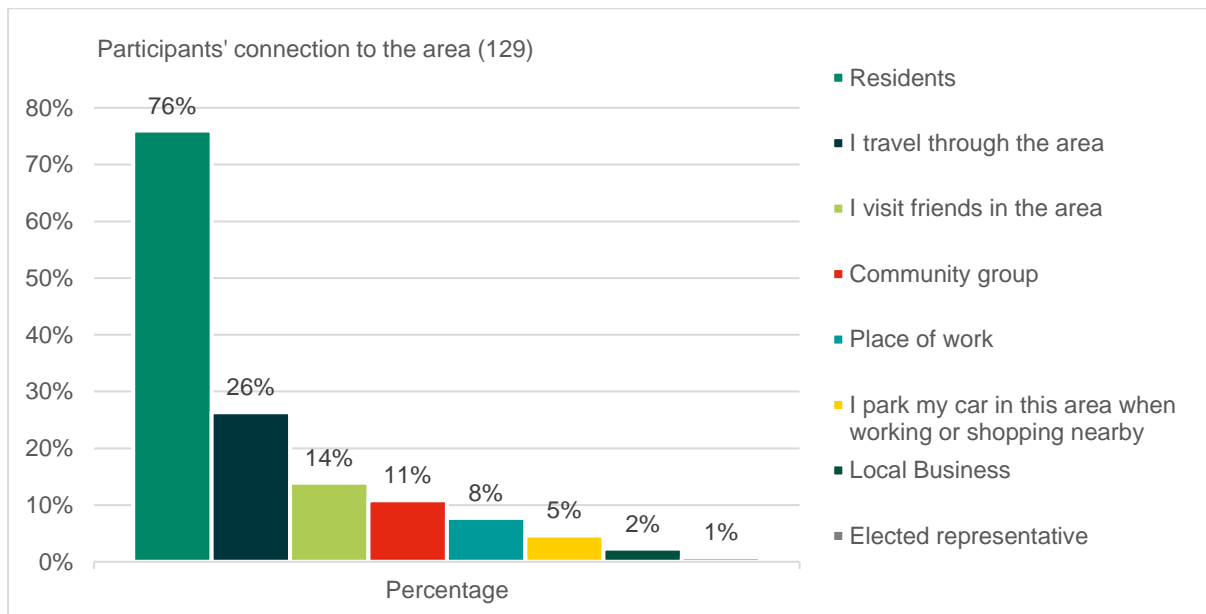
5.3 Area 2 - Bathwick, Bath (I): Area bounded by Sydney Place, Great Pulteney Street, St Johns Road and Bathwick Street

- 5.3.1 Out of the 1,625 responses submitted via the online or paper survey, 129 commented on Area 2 and completed questions 1 to 5.
- 5.3.2 Questions 1 to 5 were multiple-choice, with an option to select 'Other' should a respondent want to put forward an answer that was not listed. These questions were required to be completed and respondents were invited to select as many of the answers as applied to them.

Question 1: What is your connection to the area?

- 5.3.3 The response form asked those submitting comments to indicate what their connection is to the area. Responses were as follows: 98 said that they are residents, 34 travel through the area, 18 visit friends in the area, and 14 are part of a community group. 10 said it is their place of work, six park their car in this area when working or shopping nearby, three run a local business, and one is an Elected Representative. A breakdown of the responses is provided in Figure 12.

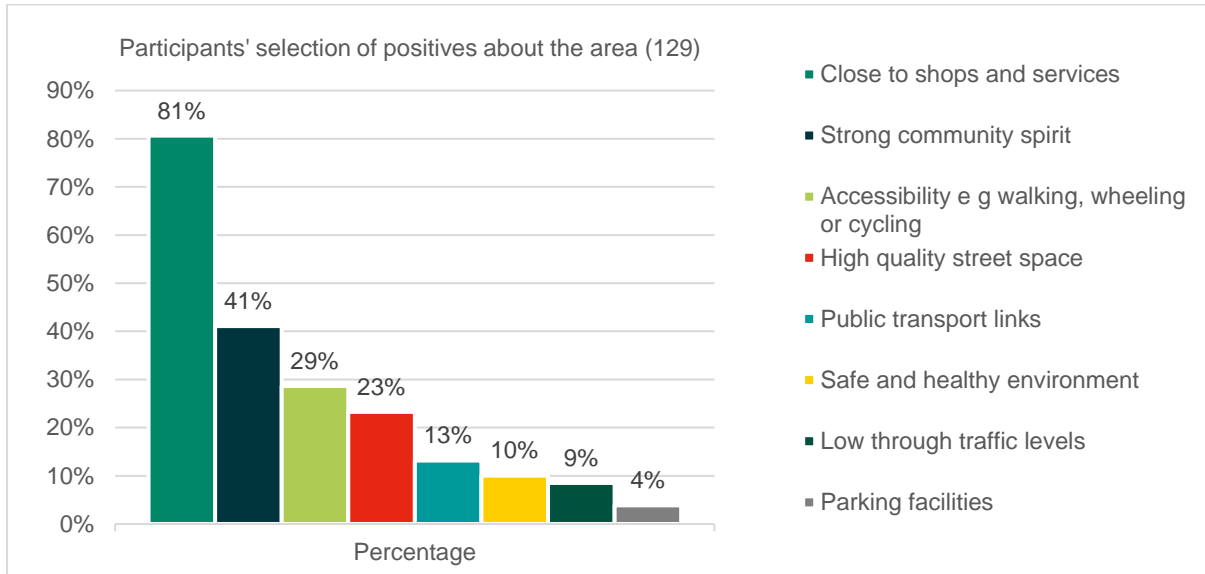
Figure 12 Summary of Area 2 participants' connection to the area (multiple-choice question)



Question 2: What would you say is good about the area currently?

- 5.3.4 The response form asked those submitting comments to indicate what they feel is good about the area. Responses were as follows: 104 said close to shops and services, 53 a strong community spirit, 37 good accessibility, such as walking, wheeling, or cycling, and 30 high quality street place. 17 said good public transport links, 13 a safe and healthy environment, 11 low levels of through traffic, and five said good parking facilities. A breakdown of the responses is provided in Figure 13.

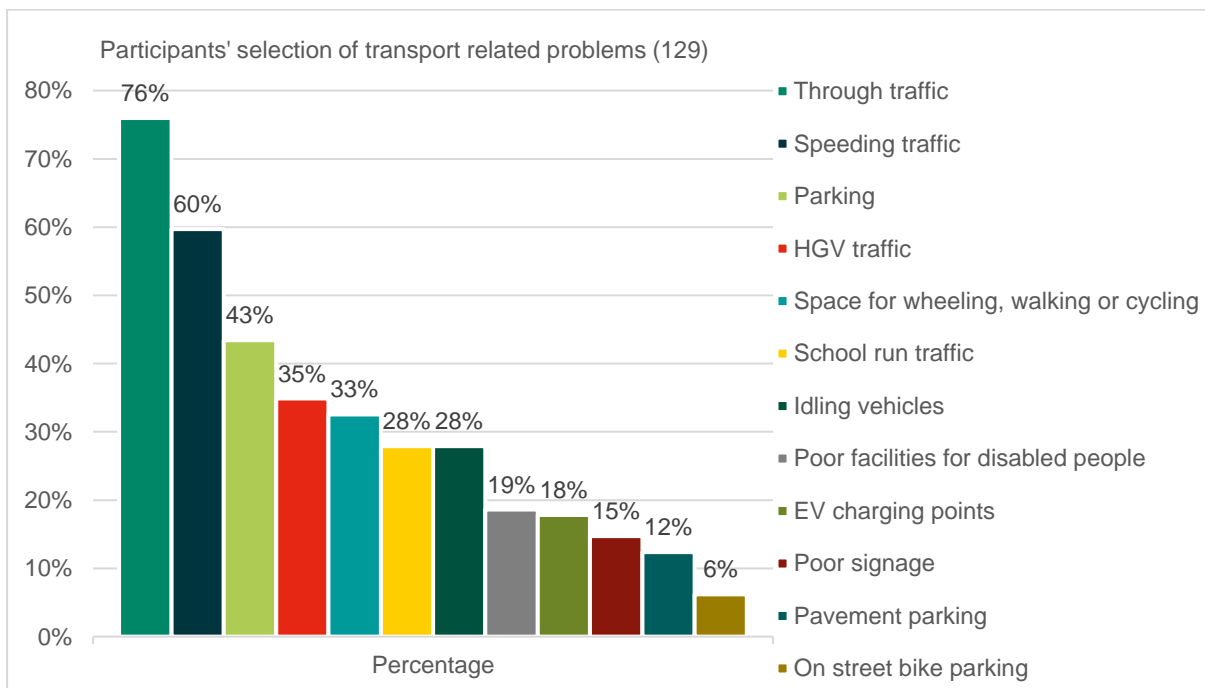
Figure 13 Summary of Area 2 positives about the area (multiple-choice question)



Question 3: What do you think are the transport related problems and wider issues in this area?

5.3.5 The response form asked those submitting comments to state what they believe are the transport related problems in the area. Responses were as follows: 98 said through traffic, 77 speeding traffic, 56 parking, 45 HGV traffic, and 42 space for wheeling, walking, or cycling. 36 said school run traffic, 36 idling vehicles, 24 poor facilities for disabled people, and 23 lack of EV charging points. 19 said poor signage, 16 pavement parking, and eight a lack of on street bike parking. A breakdown of the responses is provided in Figure 14.

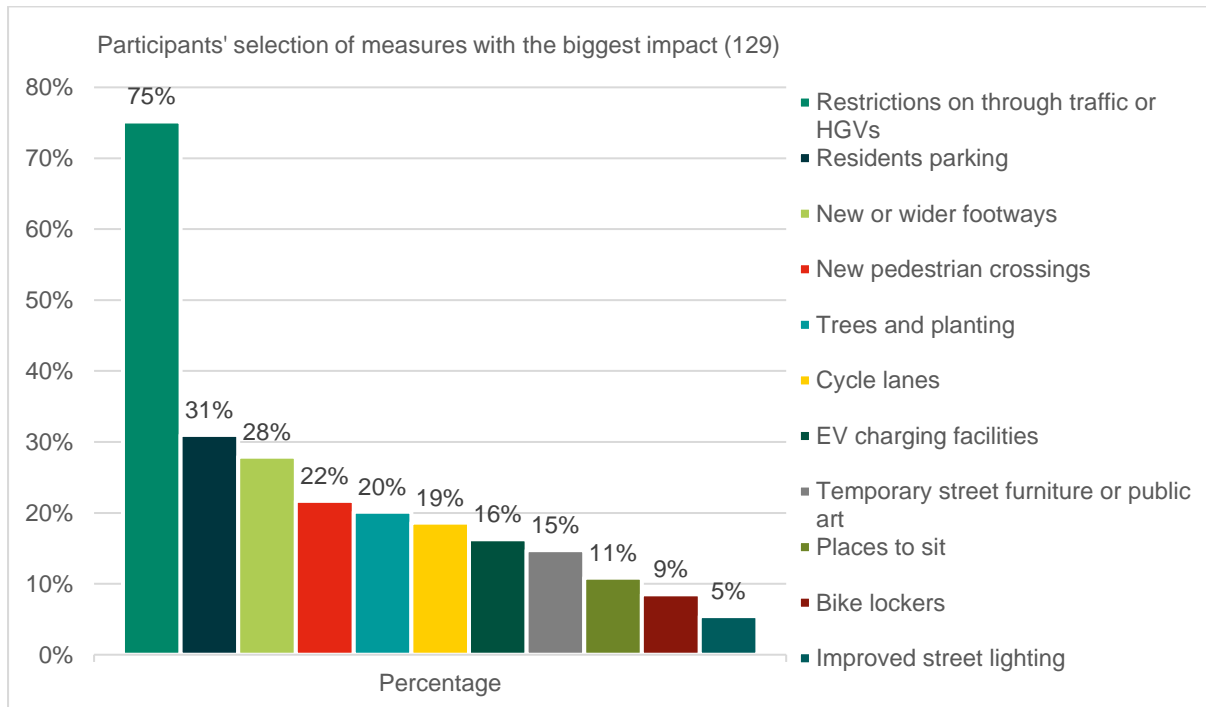
Figure 14 Summary of Area 2 transport related problems (multiple-choice question)



Question 4: Which measures would have the most positive impact on you?

5.3.6 The response form asked those submitting comments to identify which measures they would have the most impact on them. Responses were as follows: 97 said a restriction on through traffic or HGVs, 40 better or more residents parking, 36 new or wider footways, and 28 new pedestrian crossings. 26 said trees and planting, 24 new or improved cycle lanes, 21 EV charging facilities, and 19 temporary street furniture or public art. 14 said places to sit, 11 installation of bike lockers, and seven improved street lighting. A breakdown of the responses is provided in Figure 15.

Figure 15 Summary of Area 2 participants' selection of measures with greatest impact (multiple-choice question)

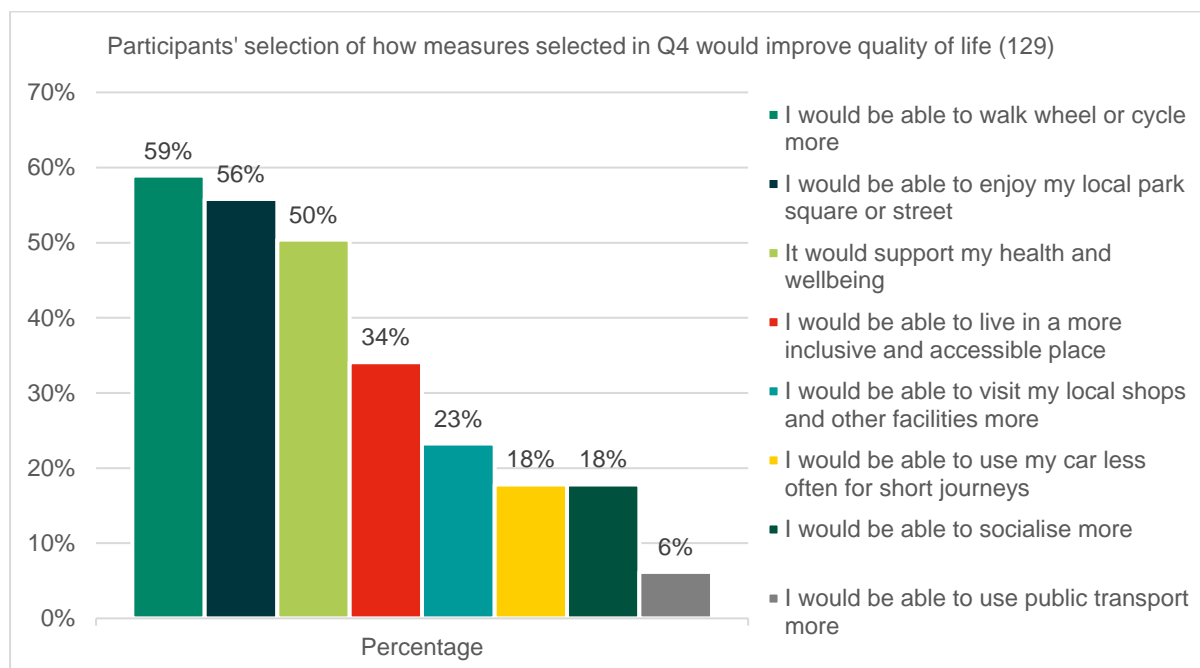


5.3.7 Other measures described included better signage and more disabled parking.

Question 5: How would the measures you identified in question 4 affect your quality of life?

5.3.8 The response form asked those submitting comments to share how the measure they identified in question 4 would affect their quality of life. Responses were as follows: 76 said it would allow them to walk, wheel or cycle more, 72 would enjoy their local park, square or street area more, 65 said it would support their health and wellbeing, and 44 said it would mean they live in a more inclusive and accessible place. 30 said they would use their local shops and other facilities more, 23 would use their car less often for short journeys, 23 would socialise more, and eight said it would allow them to use public transport more. A breakdown of the responses is provided in Figure 16.

Figure 16 Summary of Area 2 participants' selection of impacts that would improve quality of life (multiple-choice question)



5.3.9 Other impacts that the previously described measures would have, include feeling safer on local streets, an increased likelihood of purchasing an EV, and mentions of the sustainability benefits.

Question 6: Any other comments?

5.3.10 The response form asked those submitting comments if they would like to add any other comments. A total of 24 respondents provided additional comments. Analysis of this question also includes free-form email and letter responses

Table 5 Summary of Area 2 responses to Q6 'Any other comments?'

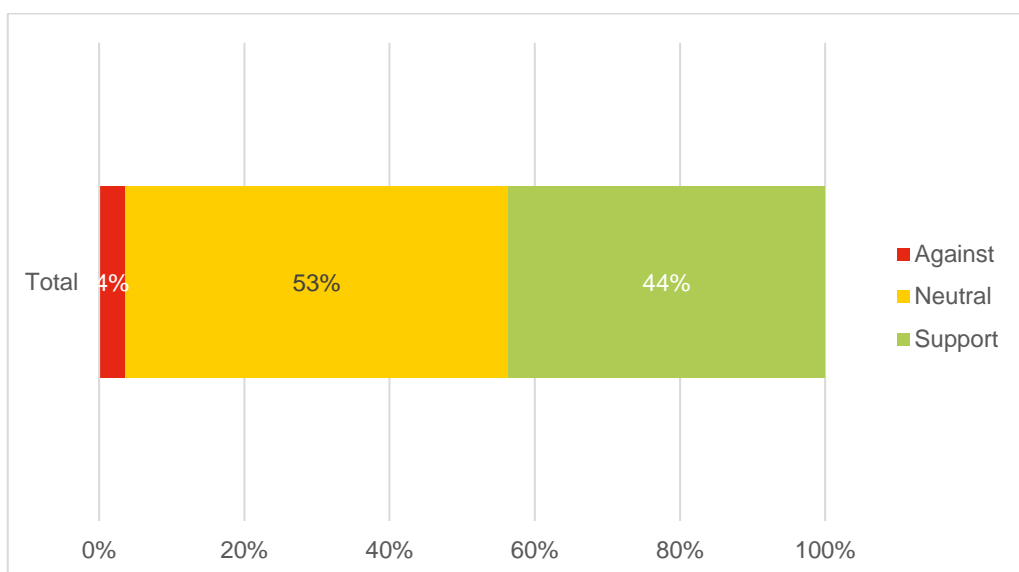
Theme	Summary of responses to 'Any other comments?'	Number of comments
Cycling	Safety Comments that cyclist safety is at risk, often in relation to traffic passing parked cars, speeding vehicles and rat-running, or a desire to improve it. Two comments also stated that there is a lack of safe crossings for cyclists.	10
	Lanes Comments that request new cycle lanes to make travelling by bike more accessible and safer.	6
	Routes Comments that new cycle routes are needed to help connect residential areas to green spaces and local shopping areas.	5
	Infrastructure Comments that cycling infrastructure improvements at junctions could be made and installation of cycle storage or stands.	5
Engagement	Criticism One comment that the mailout catchment areas to promote the project engagement should have been larger.	1
Heritage	Cultural heritage Comments that Great Pulteney Bridge and Street should be protected.	2

Parking	Residents Parking Zones (RPZ) Comments that more residential areas should have residents only parking or priority over other users.	8
	Commuters and visitors Comments that parking is often problematic for residents due to the high numbers of commuters, tourists, and hotel guests.	6
	Reduction Comments that parking should be removed to reduce traffic or repurposed for a different use, such as cycle lanes and storage.	5
	Illegal and pavement parking Comments that people have witnessed illegal parking on double yellow lines and at bus stops. Comments that pavement parking can also be an issue.	4
	Disabled parking Comments that more disabled parking is needed.	3
	Enforcement Comments that there should be greater enforcement against people parking illegally on double yellow lines.	2
Pedestrian	Safety Comments that pedestrian safety is at risk, often in relation to poor visibility, lack of crossings, speeding traffic and rat-running, or a desire to improve it.	19
	Pavements Comments that pavements are too narrow and need to be widened, improving accessibility. One comment suggested installing a dropped kerb.	15
	Crossings Comments that roads and junctions are difficult to cross at, with several requests to improvement to current crossing or installation of new crossings.	11
Public spaces	Improvements Comments that public spaces could be improved with the installation of street furniture, particularly benches, or with the planting of trees and flowers.	3
Road	Restrictions Comments that restricting access should be considered, these include: <ul style="list-style-type: none"> • Closing bridge to all traffic or HGVs • Closing the high street to traffic • Restricting through traffic on St John's Road or no left turn Comments that access should not be restricted, these include: <ul style="list-style-type: none"> • Great Pulteney Street • St John's Road 	12
	One-way Comments that roads could be made one-way to help reduce rat-running and provide more space for pedestrians.	6
	Traffic calming measures Comments that traffic calming measures should be considered, with a particular emphasis on St John's Road. Suggestions include speed cameras.	6
	Conditions Comments that road surfaces need repairing, and drains require unblocking.	3

	Signage Comments that roads signs are needed to indicate narrow sections of road and to help reduced speeding.	3
	Street lighting Comments that street lighting is needed to improve pedestrian safety	2
The Scheme	Concerns Comments expressing concern that traffic discouraged from using a particular area will negatively impact another area. With two comments specifying that Liveable Neighbourhood projects should take on a holistic approach.	7
Traffic	Issues Comments that the area experiences traffic related issues in the area, with the most commonly referenced issues being rat-running, speeding and HGVs.	60
Transport	Electric vehicles <ul style="list-style-type: none"> • A comment that EV charging points should be installed. • A comment that EV charging should be carefully considered and should not installed at the expense of encouraging more active travel. • A comment that EV charging should not be installed. 	3
	Public transport infrastructure Comments that some roads would benefit from a bus gate and one comment that a tram system should be considered.	2
	Public transport services A comment that reliable bus and train services would help make public transport more desirable to use.	1

5.3.11 The overarching sentiment across Area 2 is shown in Figure 17. Of those respondents that provided additional comments by answering question 6, 4% were against Liveable Neighbourhood solutions being implemented. 53% were neutral, by either identifying problems or a desire to improve certain aspects of the area but without making any specific suggestions for solutions. 44% were supportive to see change reflective of a Liveable Neighbourhoods concept.

Figure 17 Summary of sentiments of Area 2 responses (110)



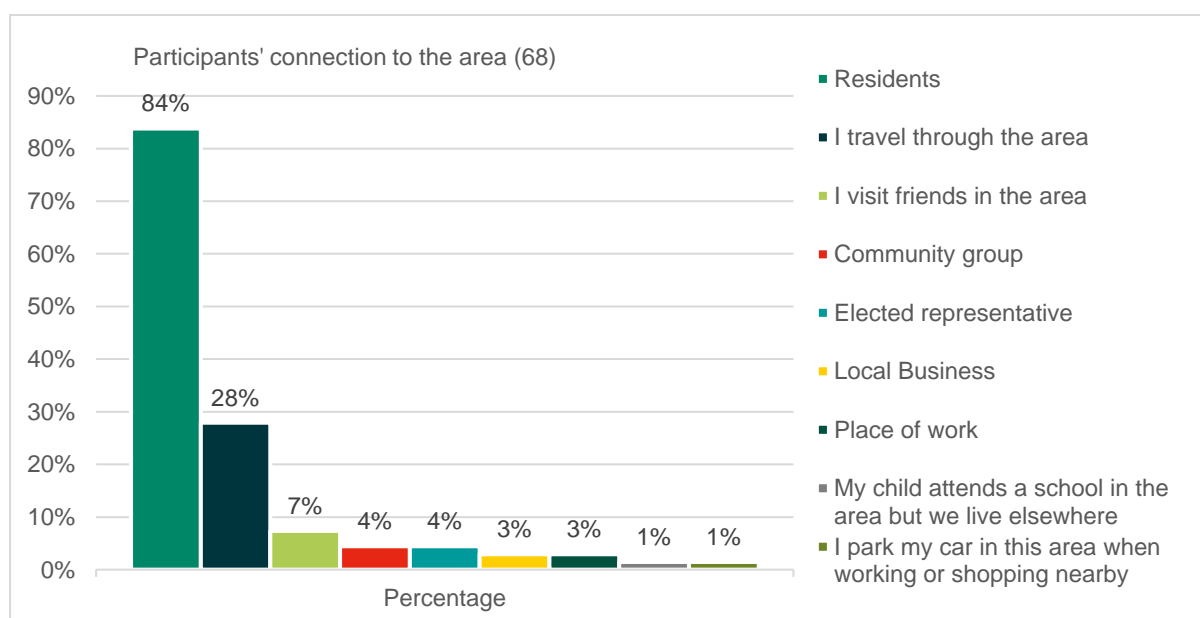
5.4 Area 3 - Publow with Whitchurch and Saltford: Whitchurch and Queen Charlton village

- 5.4.1 Out of the 1,625 responses submitted via the online or paper survey, 68 commented on Area 3 and completed questions 1 to 5.
- 5.4.2 Questions 1 to 5 were multiple-choice, with an option to select 'Other' should a respondent want to put forward an answer that was not listed. These questions were required to be completed and respondents were invited to select as many of the answers as applied to them.

Question 1: What is your connection to the area?

- 5.4.3 The response form asked those submitting comments to indicate what their connection is to the area. Responses were as follows: 57 said that they are residents, 19 travel through the area, five visit friends in the area, and three are part of a community group. Three said they are Elected Representatives, two run a local business, two said it is their place of work, one said their child/children attend a school in the area, but they live somewhere else, and one parks their car in this area when working or shopping nearby. A breakdown of the responses is provided in Figure 18.

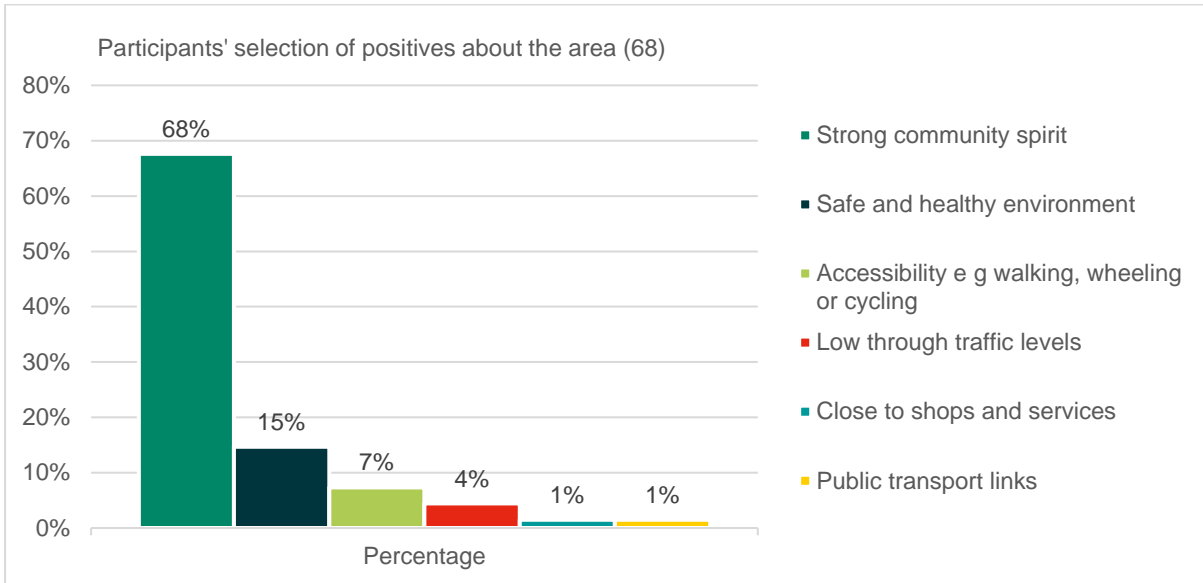
Figure 18 Summary of Area 3 participants' connection to the area (multiple-choice question)



Question 2: What would you say is good about the area currently?

- 5.4.4 The response form asked those submitting comments to indicate what they feel is good about the area. Responses were as follows: 46 said a strong community spirit, 10 a safe and healthy environment, and five good accessibility, such as walking, wheeling, or cycling. Three said low levels of through traffic, one close to shops and services, and one said there are good public transport links. A breakdown of the responses is provided in Figure 19.

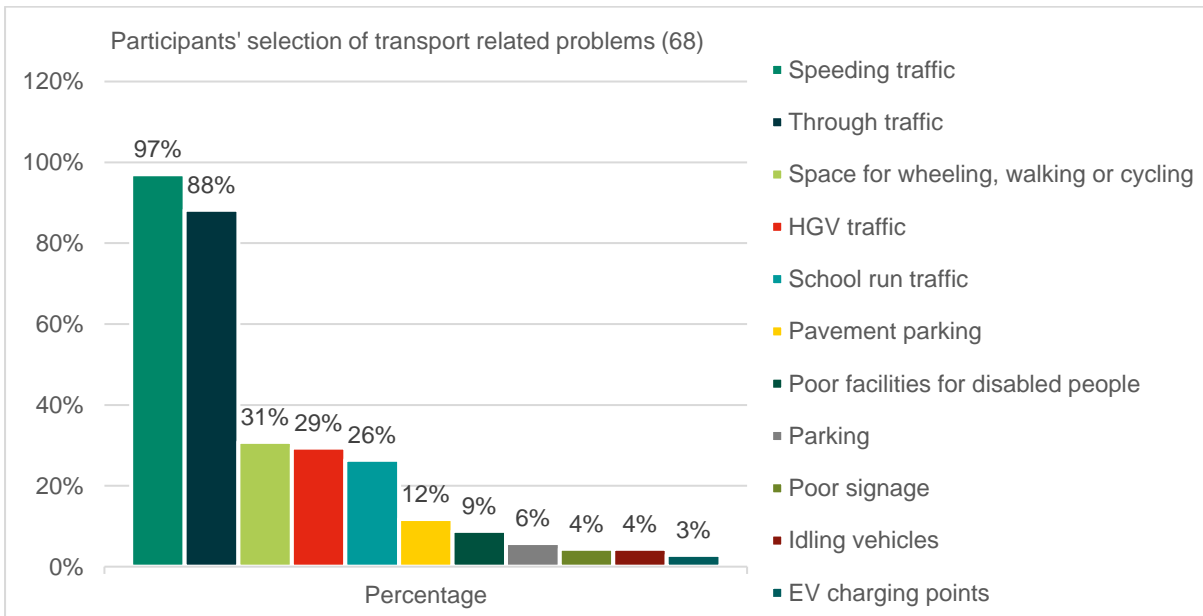
Figure 19 Summary of Area 3 positives of the area (multiple-choice question)



Question 3: What do you think are the transport related problems and wider issues in this area?

5.4.5 The response form asked those submitting comments to state what they believe are the transport related problems in the area. Responses were as follows: 66 said speeding traffic, 60 through traffic, 21 space for wheeling, walking, or cycling, and 20 HGV traffic. 18 said school run traffic, eight pavement parking, six poor facilities for disabled people, and four parking. Three said poor signage, three idling vehicles, and two a lack of EV charging points. A breakdown of the responses is provided in Figure 20.

Figure 20 Summary of Area 3 transport related problems (multiple-choice question)

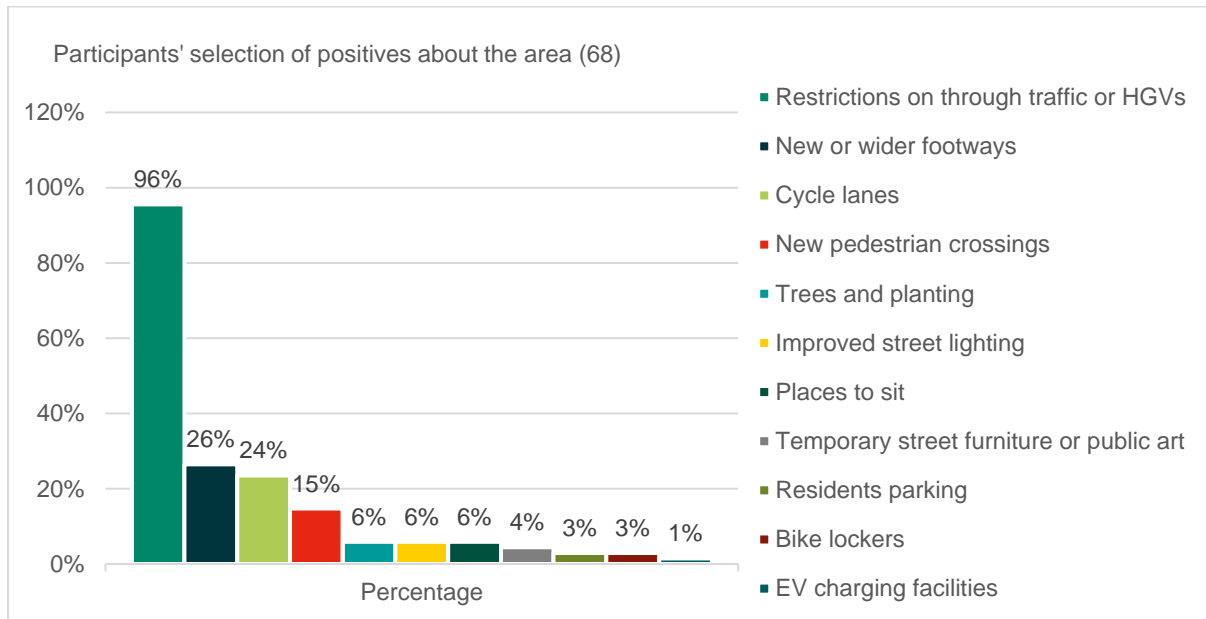


5.4.6 Other problems associated with the area include road layouts relating to junctions, littering and public transport links.

Question 4: Which measures would have the most positive impact on you?

5.4.7 The response form asked those submitting comments to identify which measures they would have the most impact on them. Responses were as follows: 65 said a restriction on through traffic or HGVs, 18 new or wider footways, 16 new or improved cycle lanes, and 10 new pedestrian crossings. Four said trees and planting, four improved street lighting, four places to sit, and three temporary street furniture or public art. Two said better or more residents parking, two installation of bike lockers, one EV charging facilities. A breakdown of the responses is provided in Figure 21.

Figure 21 Summary of Area 3 participants' selection of measures with greatest impact (multiple-choice question)

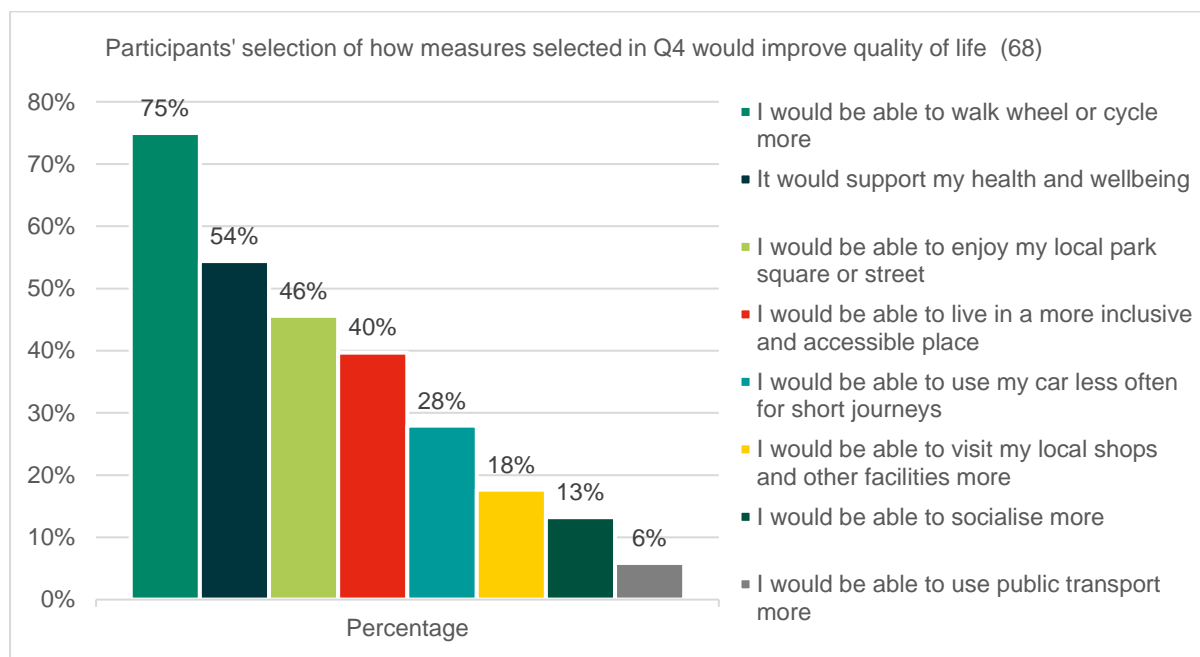


5.4.8 Other measures described include improved road layouts relating to previously mentioned junctions.

Question 5: How would the measures you identified in question 4 affect your quality of life?

5.4.9 The response form asked those submitting comments to share how the measure they identified in question 4 would affect their quality of life. Responses were as follows: 51 said it would allow them to walk, wheel or cycle more, 37 said it would support their health and wellbeing, 31 would enjoy their local park, square or street area more, and 27 said it would mean they live in a more inclusive and accessible place. 19 said they would use their car less often for short journeys, 12 would use their local shops and other facilities more, nine would socialise more, and four said it would allow them to use public transport more. A breakdown of the responses is provided in Figure 22.

Figure 22 Summary of Area 3 participants' selection of impacts that would improve quality of life (multiple-choice question)



5.4.10 Other impacts of the previously described measures include improved feelings of safety for both pedestrians and road users.

Question 6: Any other comments?

5.4.11 The response form asked those submitting comments if they would like to add any other comments. A total of 65 respondents provided additional comments. Analysis of this question also includes free-form email and letter responses

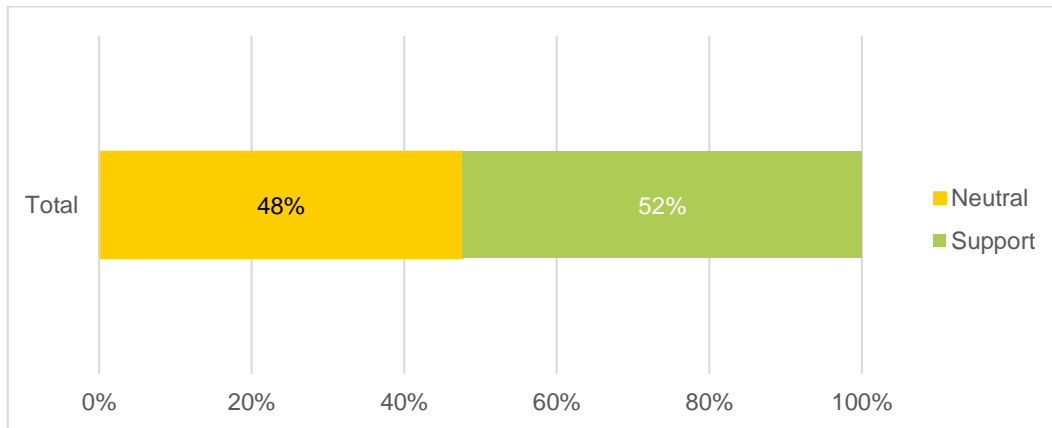
Table 6 Summary of Area 3 responses to Q6 'Any other comments?'

Theme	Summary of responses to 'Any other comments?'	Number of comments
Cycling	Safety Comments that cyclist safety is often at risk because of rat-running and through traffic.	18
	Lanes Comments that the cycle lane on Charlton road needs improving and better cycle crossing options on Staunton Lane.	3
Horse riders	Safety Comments that Charlton Road and Queen Charlton Lane is unsafe for horse riders due to rat running.	4
Parking	Residents Parking Zones (RPZ) Comments that an RPZ should be implemented.	2
Pedestrian	Safety Comments that pedestrian safety is at risk, often in relation to, lack of crossings, missing pavements and rat-running.	25
	Pavements Comments that pavements are not continuous, causing pedestrians to have to walk on the road.	7

	Crossings Comments that the junction near to Queen Charlton Lane is unsafe to cross and a new crossing is needed from the A37, Queen Charlton Lane to Norton Lane to help people access the play park safely.	4
	Footpaths Off road activities and dangerous driving is negatively impacting accessibility and desirability of local footpaths.	3
Public spaces	Littering Comments that public spaces there is an issue with littering, fly-tipping, and dog poo.	4
Road	Restrictions Comments Charlton Road or Queen Charlton Lane should be closed to through traffic to prevent rat -running.	16
	Traffic calming measures Comments that the speed limit along Charlton Road and Wool lard Lane should be reduced.	4
	Street lighting Comments that street lighting is needed to improve pedestrian and cyclist safety.	3
	Signage Comments that roads signs are needed at the Redlynch Lane/Charlton Road junction	2
The Scheme	Concerns A comment expressing concern that the traffic discouraged from using a particular area will negatively impact another area. A comment questioning why the whole of Keynsham is being include in the Liveable Neighbourhoods scheme.	2
Traffic	Issues Comments that the area experiences traffic related issues, with the most commonly referenced issues being rat-running and speeding.	52
Transport	Public transport services Comment that bus service need to be more frequent.	2

5.4.12 The overarching sentiment across Area 3 is shown in Figure 23. Of those respondents that provided additional comments by answering question 6, 48% were neutral, by either identifying problems or a desire to improve certain aspects of the area but without making any specific suggestions for solutions. 52% were supportive to see change reflective of a Liveable Neighbourhoods concept.

Figure 23 Summary of sentiments of Area 3 responses (65)



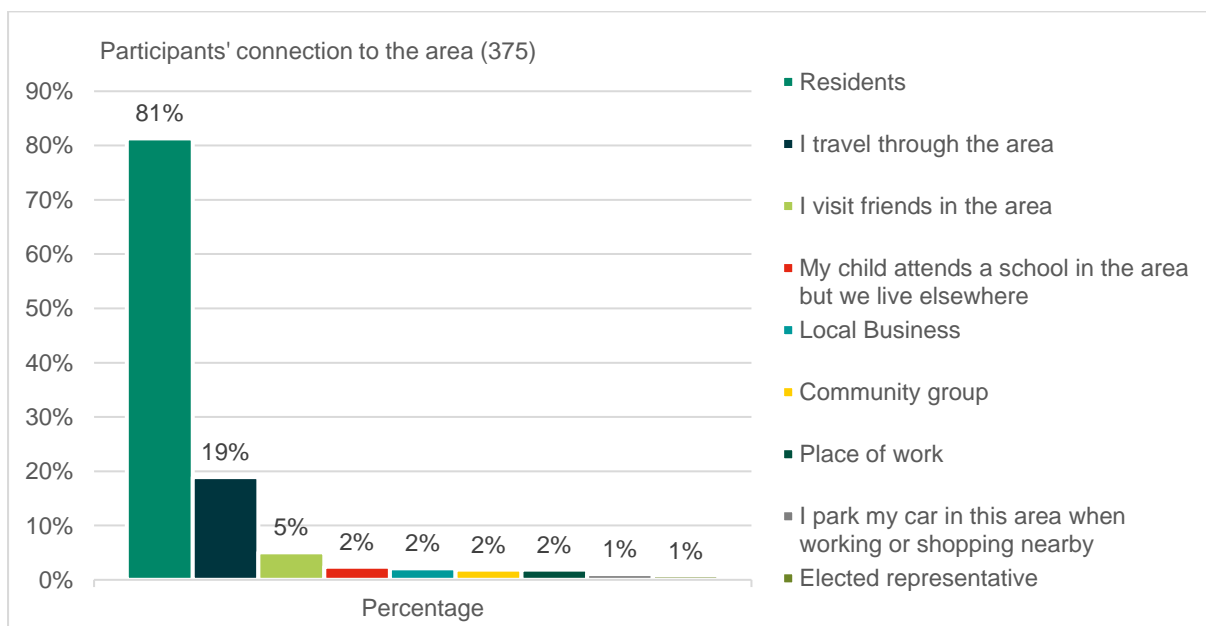
5.5 Area 4 - Kingsmead and Lansdown, Bath: Circus, Lower Lansdown, Marlborough Buildings, Royal Victoria Park and Cork Street area

- 5.5.1 Out of the 1,625 responses submitted via the online or paper survey, 375 commented on Area 4 and completed questions 1 to 5.
- 5.5.2 Questions 1 to 5 were multiple-choice, with an option to select 'Other' should a respondent want to put forward an answer that was not listed. These questions were required to be completed and respondents were invited to select as many of the answers as applied to them.

Question 1: What is your connection to the area?

- 5.5.3 The response form asked those submitting comments to indicate what their connection is to the area. Responses were as follows: 305 said that they are residents, 71 travel through the area, and 19 visit friends in the area. Nine said their child/children that attend a school in the area while living elsewhere, eight run a local business, and seven are a part of a community group. Seven said it is their place of work, four park their car in the area while shopping, and two are Elected Representatives. A breakdown of the responses is provided in Figure 24.

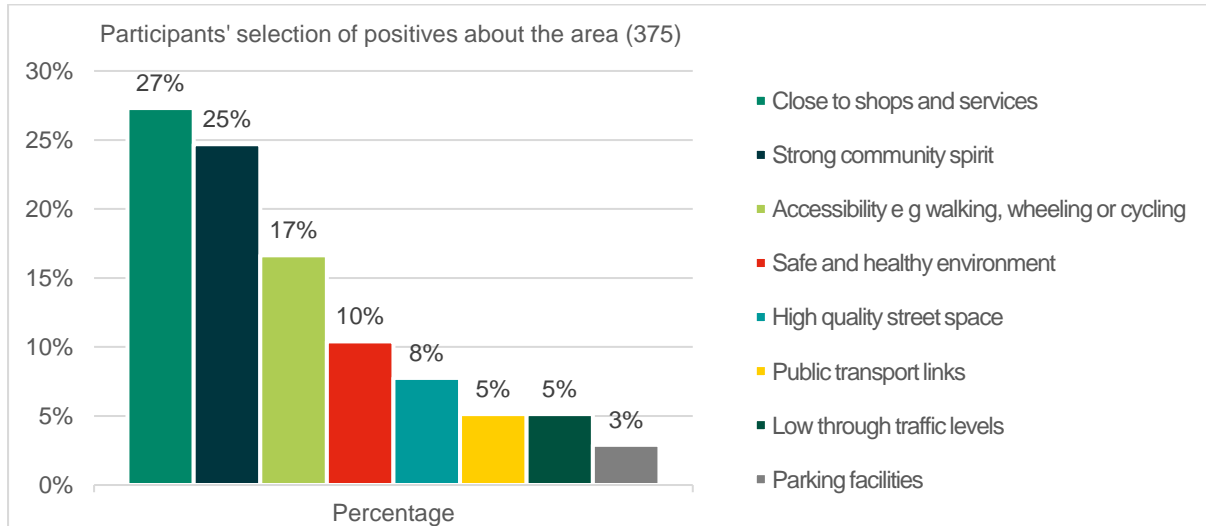
Figure 24 Summary of Area 4 participants' connection to the area (multiple-choice question)



Question 2: What would you say is good about the area currently?

5.5.4 The response form asked those submitting comments to indicate what they feel is good about the area. Responses were as follows: 197 said close to shops and services, 178 a strong community spirit, 120 good accessibility, such as walking, wheeling, and cycling, and 75 a safe and healthy environment. 56 said a high-quality street space, 37 public transport links, 37 low through traffic levels, and 21 said good parking facilities. A breakdown of the responses is provided in Figure 25.

Figure 25 Summary of Area 4 positives about the area (multiple-choice question)

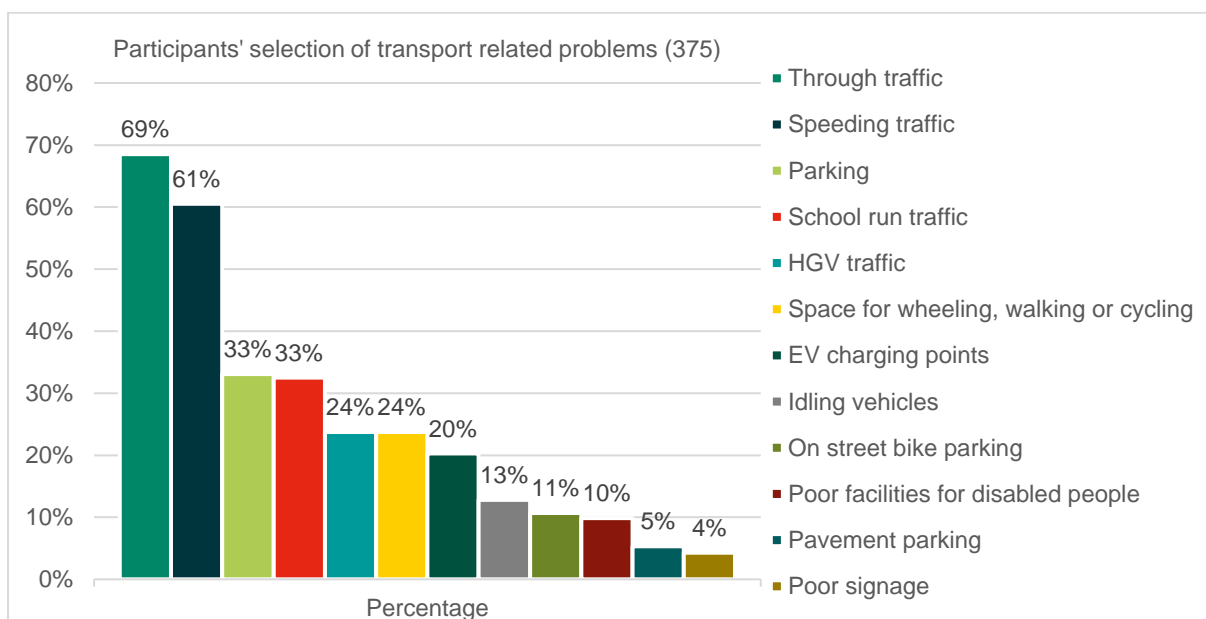


5.5.5 Other positives of the area mentioned include the availability of green space and the locations' historical value.

Question 3: What do you think are the transport related problems and wider issues in this area?

5.5.6 The response form asked those submitting comments to state what they believe are the transport related problems in the area. Responses were as follows: 257 said through traffic, 227 speeding traffic, 124 parking, and 122 school run traffic. 89 said HGV traffic, 89 space for wheeling, walking, or cycling, 76 a lack of EV charging points, and 48 said idling vehicles. 40 said lack of on street bike parking, 37 poor facilities for disabled people, 20 pavement parking, and 16 said poor signage. A breakdown of the responses is provided in Figure 26.

Figure 26 Summary of Area 4 transport related problems (multiple-choice question)

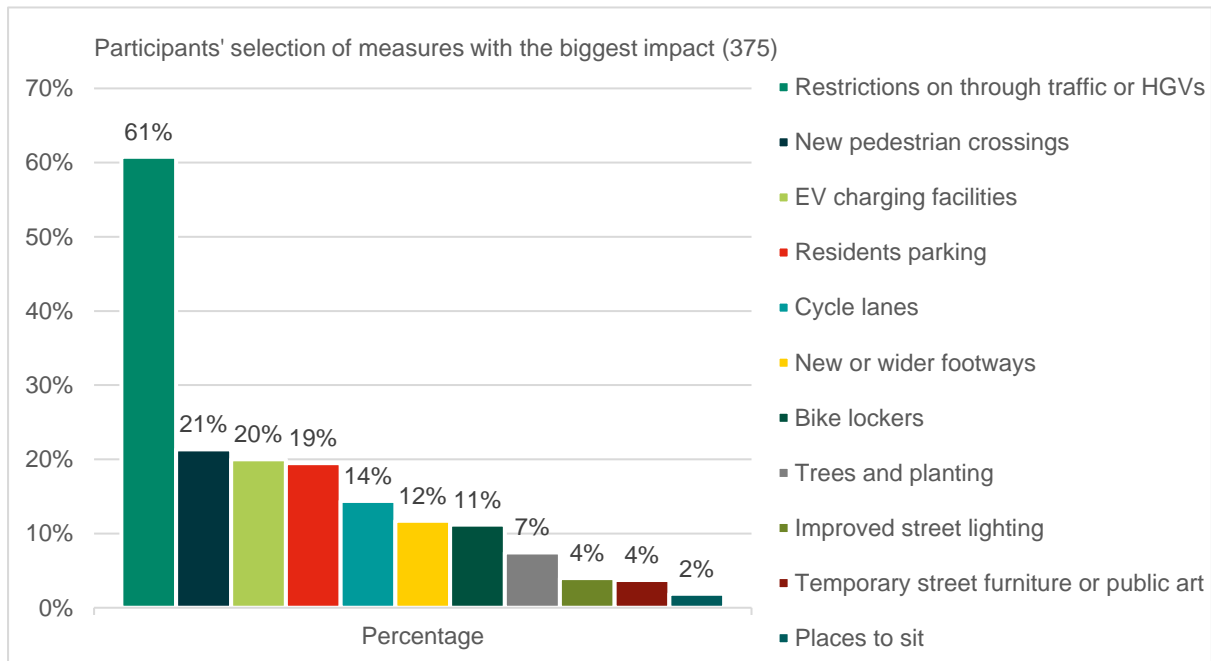


5.5.7 Other problems associated with the area include a lack of street lighting, poor road, and pavement conditions, as well as problems associated with a lack of pedestrian crossing.

Question 4: Which measures would have the most positive impact on you?

5.5.8 The response form asked those submitting comments to identify which measures they would have the most impact on them. Responses were as follows: 228 said restrictions on through traffic or HGVs, 80 new pedestrian crossings, 75 EV charging facilities, and 73 better or more residents parking. 54 said cycle lanes, 44 new or wider footways, 42 installation of bike lockers, and 28 trees and planting. 15 said improved street lighting, 14 temporary street furniture or public art, and seven places to sit. A breakdown of the responses is provided in Figure 27.

Figure 27 Summary of Area 4 participants' selection of measures with greatest impact (multiple-choice question)

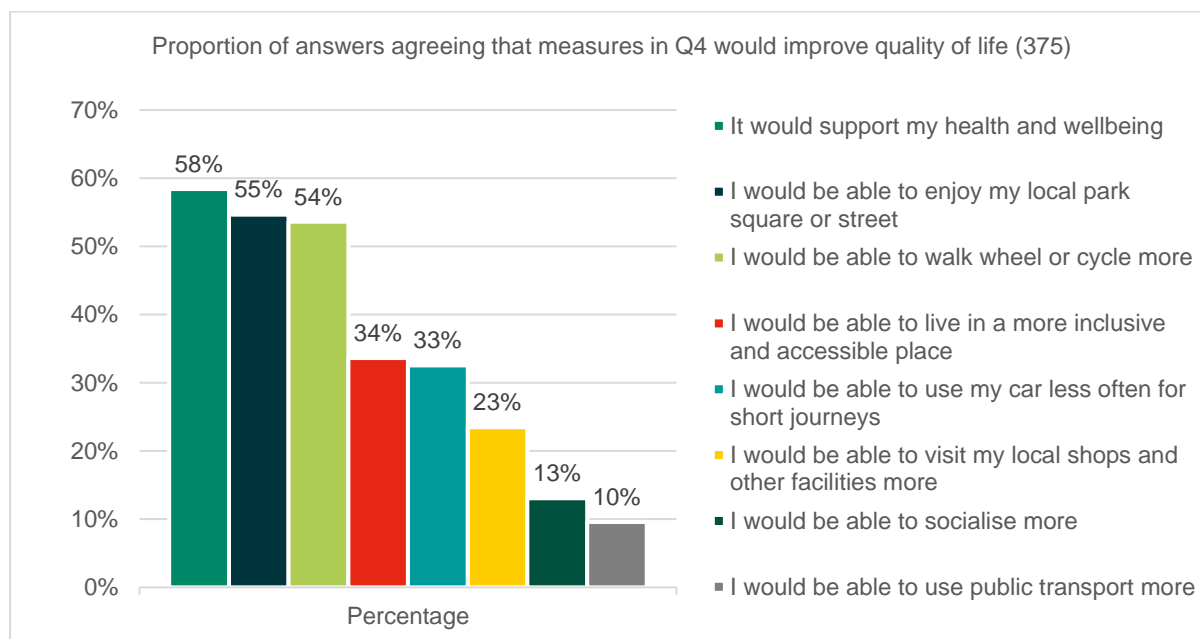


5.5.9 Other measures described include better parking facilities including disabled parking, as well as improved security measures, such as street lighting and improved pedestrian access.

Question 5: How would the measures you identified in question 4 affect your quality of life?

5.5.10 The response form asked those submitting comments to share how the measure they identified in question 4 would affect their quality of life. Responses were as follows: 219 said it would support their health and wellbeing, 205 would be able to enjoy their local park square or street, 201 would be able to walk, wheel, or cycle more, and 126 would be able to live in a more inclusive and accessible place. 122 said they would be able to use their car less often, 88 would be able to visit their local shops and facilities more, 49 would be able to socialise more, and 36 would be able to use public transport more. A breakdown of the responses is provided below in Figure 28.

Figure 28 Summary of Area 4 participants' selection of impacts that would improve quality of life (multiple-choice question)



5.5.11 Other impacts of the previously described measures include the ability to have an EV, environmental benefits, an improved quality of life, as well as improved pedestrian safety.

Question 6: Any other comments?

5.5.12 The response form asked those submitting comments if they would like to add any other comments. A total of 317 respondents provided additional comments. Analysis of this question also includes free-form email and letter responses.

Table 7 Summary of Area 4 responses to Q6 'Any other comments?'

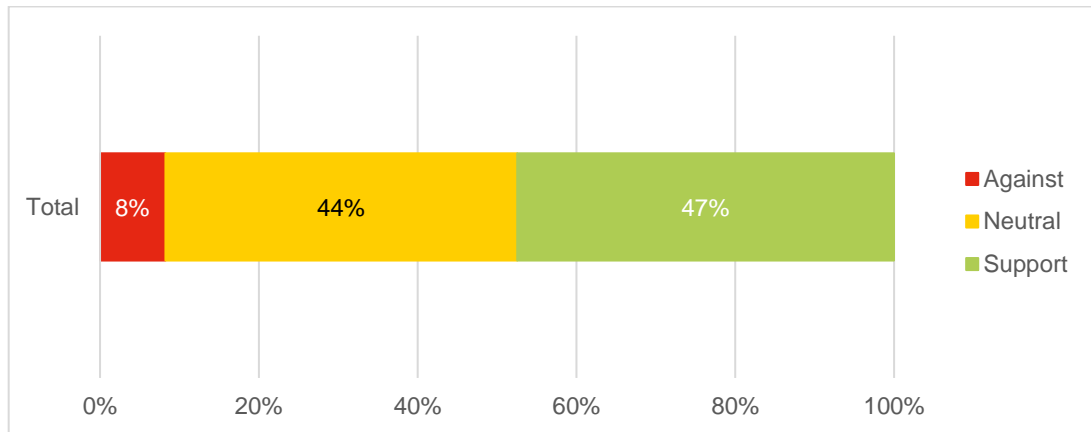
Theme	Summary of Area 4 responses to 'Any other comments?'	Number of comments
Cycling	Lanes Comments that request new or improved cycle lanes to make travelling by bike more accessible and safer. Comments suggesting that parking could be removed to create space for new lanes.	21
	Infrastructure Comments that cycling infrastructure, such as cycle storage for those who live in flats should be installed.	21
	Safety Comments that cyclist safety is at risk, often in relation to traffic passing parked cars, or lack of safe crossing points, or a desire to improve it.	20
Engagement	Criticism Comments that criticise engagement. Engagement should have been better promoted, should provide design solutions and be clear regarding which roads are included in the Liveable Neighbourhood programme.	7
Heritage	Cultural heritage Comments that cultural heritage is important to the area and any design suggestions should be sensitive to this.	25

Parking	Residents Parking Zones (RPZ) Comments that more RPZ schemes are needed.	8
	Hotels Comments that parking is often problematic due to guests of nearby hotels and bnbs.	4
Pedestrian	Crossings Comments that roads and junctions are difficult to cross at. Requests to improvement to current crossing or installation of new crossings, with particular reference areas near schools and parks.	53
	Pavements Comments that pavements are too narrow and need to be widened to improve accessibility, or additional pavement added to improve connectivity. Also, comments suggesting more dropped kerbs and ramps be installed.	25
	Footpaths Comment for general maintenance of footpath in green public spaces, such as parks.	8
	Safety Comments that pedestrian safety is at risk, often in relation to lack of crossings and speeding traffic, or a desire to improve it.	38
Public spaces	Improvements Comments that public spaces could be improved with the installation of street furniture, trees and planting, better access to the local green spaces and space for outdoor events.	13
	Lighting Comments requesting the reinstatement of traditional streetlamps	2
	Anti-social behaviour Comments of anti-social behaviour.	2
Road	Restrictions Comments that restricting access without negatively impacting access for emergency services, should be considered. Suggestions these include Cavendish Road, Gay Street and Queens Square.	41
	Traffic calming measures Comments that traffic calming measures should be considered in areas where speeding is seen and an issue. Suggestions include speed cameras.	31
	Junctions and turns Comments that some junctions and turns are dangerous, often in relation to visibility.	11
	One-way Comments that roads could be made one-way to make it safer for pedestrians, with Marlborough Buildings being the most commonly suggested road.	10
	Signage Comments that roads signs need to be improved, with particular reference to the size of 20mph speed limit signs.	6

	Traffic lights Comments that traffic lights are negatively impacting the area and residents, with particular reference to the traffic lights on Queens Square.	4
	Two-way Comments that the North side of Queens Square should have two-way traffic.	2
	Street lighting Comments that street lighting is needed to improve pedestrian safety.	1
The Scheme	Concerns Comments expressing concern that traffic discouraged from using a particular area will negatively impact another area by displacing traffic, causing increased congestion and pollution.	42
Tourism	Negative impacts Comments that tourist can negatively impact the area by increasing rubbish and noise pollution. Tour buses are also seen as too large.	6
Traffic	Issues Comments that the area experiences traffic related issues in the area, with the most commonly referenced issues being rat-running, speeding and HGVs.	245
	Pollution Comments stating that the traffic issue within the area is increasing air and noise pollution.	29
	Enforcement Comments that traffic regulations, such as speeding, need to be better enforced.	11
Transport	Public transport infrastructure Comments that new and improved bus infrastructure is needed, including bus gates and stops. Comments that more bus routes and reliable services would also be welcomed.	25
	Electric vehicles Comments that EV charging points should be installed.	22
	E-scooters Comments that there needs to be restrictions for e-scooters.	4

5.5.13 The overarching sentiment across Area 4 is shown in Figure 29. Of those respondents that provided additional comments by answering question 6, 8% were against Liveable Neighbourhood solutions being implemented. 44% were neutral, by either identifying problems or a desire to improve certain aspects of the area but without making any specific suggestions for solutions. 47% were supportive to see change reflective of a Liveable Neighbourhoods concept.

Figure 29 Summary of sentiments of Area 4 responses (317)



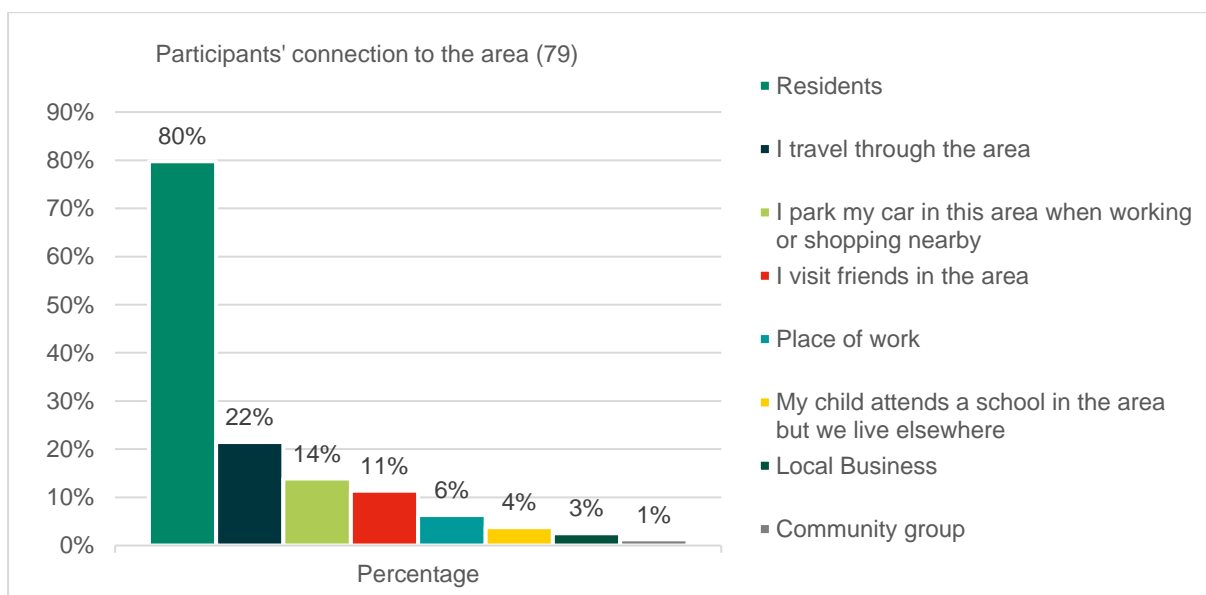
5.6 Area 5 - Oldfield Park, Bath: Oldfield Lane and First, Second and Third Avenue

- 5.6.1 Out of the 1,625 responses submitted via the online or paper survey, 79 commented on Area 5 and completed questions 1 to 5.
- 5.6.2 Questions 1 to 5 were multiple-choice, with an option to select 'Other' should a respondent want to put forward an answer that was not listed. These questions were required to be completed and respondents were invited to select as many of the answers as applied to them.

Question 1: What is your connection to the area?

- 5.6.3 The response form asked those submitting comments to indicate what their connection is to the area. Responses were as follows: 63 said that they are residents, 17 travel through the area, 11 park their car in this area when working or shopping nearby, and nine visit friends in the area. Five said it is their place of work, three said their child/children attend a school in the area, but they live somewhere else, two run a local business, and one is part of a community group. A breakdown of the responses is provided in Figure 30.

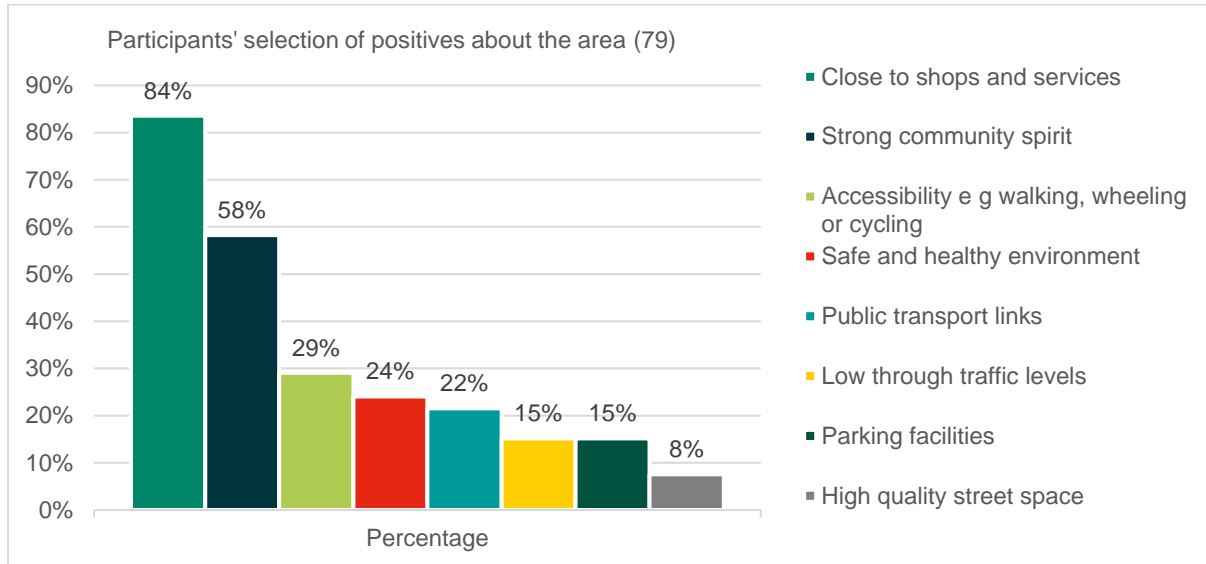
Figure 30 Summary of Area 5 participants' connection to the area (multiple-choice question)



Question 2: What would you say is good about the area currently?

5.6.4 The response form asked those submitting comments to indicate what they feel is good about the area. Responses were as follows: 66 said close to shops and services, 46 a strong community spirit, 23 good accessibility, such as walking, wheeling, or cycling, and 19 a safe and healthy environment. 17 said good public transport links, 12 low levels of through traffic, 12 good parking facilities, and six said high quality street place. A breakdown of the responses is provided in Figure 31.

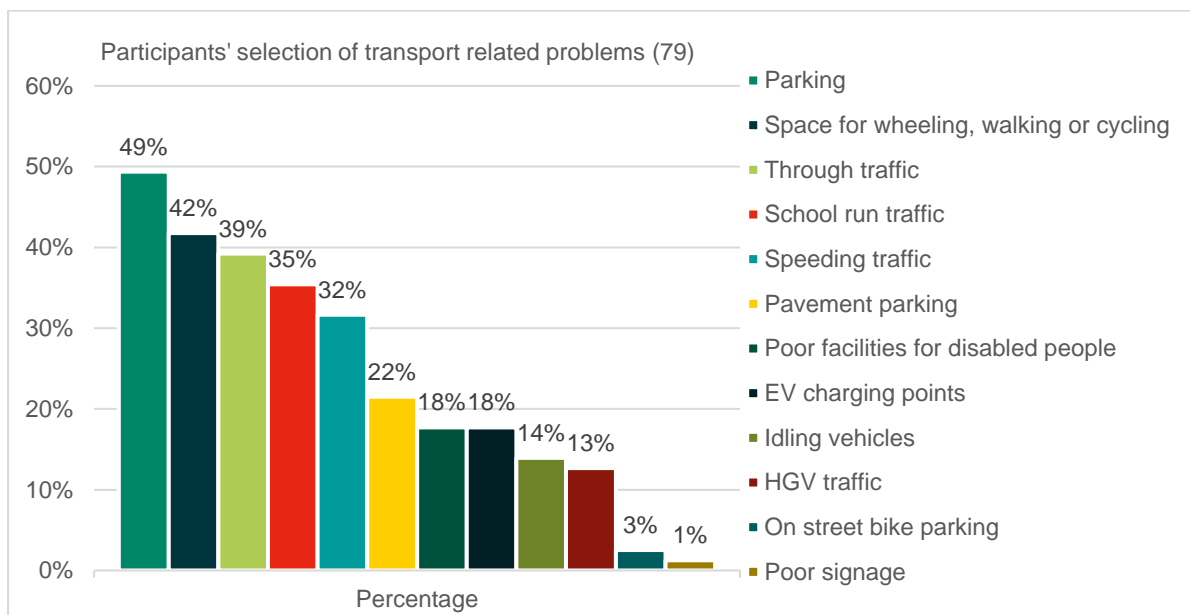
Figure 31 Summary of Area 5 positives about the area (multiple-choice question)



Question 3: What do you think are the transport related problems and wider issues in this area?

5.6.5 The response form asked those submitting comments to state what they believe are the transport related problems in the area. Responses were as follows: 39 said parking, 33 space for wheeling, walking, or cycling, 31 through traffic, and 28 school run traffic. 25 said speeding traffic, 17 pavement parking, 14 poor facilities for disabled people, and 14 a lack of EV charging points. 11 said idling vehicles, 10 HGV traffic, two lack of on street bike parking, and one said poor signage. A breakdown of the responses is provided in Figure 32.

Figure 32 Summary of Area 5 transport related problems (multiple-choice question)

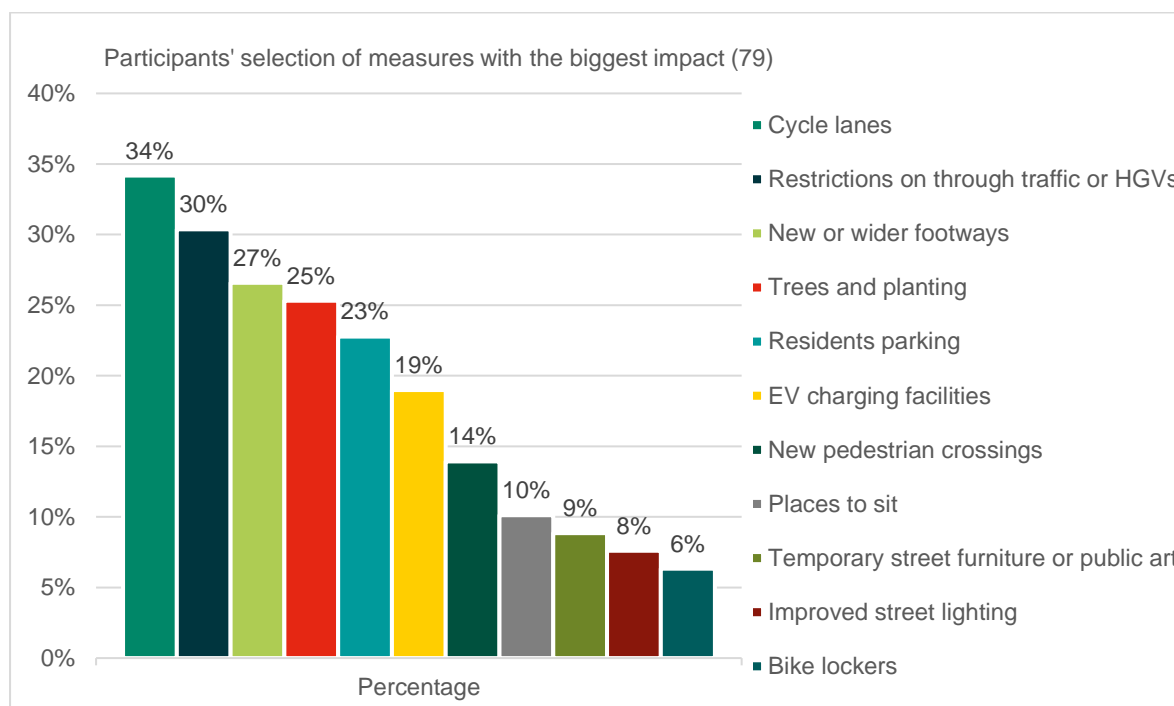


5.6.6 Other problems associated with the area include pavement safety, such as driving and parking on pavements, poor public transport infrastructure, and the conditions of roads.

Question 4: Which measures would have the most positive impact on you?

5.6.7 The response form asked those submitting comments to identify which measures they would have the most impact on them. Responses were as follows: 27 said new or improved cycle lanes, 24 a restriction on through traffic or HGVs, 21 new or wider footways, and 20 trees and planting. 18 said better or more residents parking, 15 EV charging facilities, 11 new pedestrian crossings, and eight places to sit. Seven said temporary street furniture or public art, six improved street lighting, and five installation of bike lockers. A breakdown of the responses is provided in Figure 33.

Figure 33 Summary of Area 5 participants' selection of measures with greatest impact (multiple-choice question)

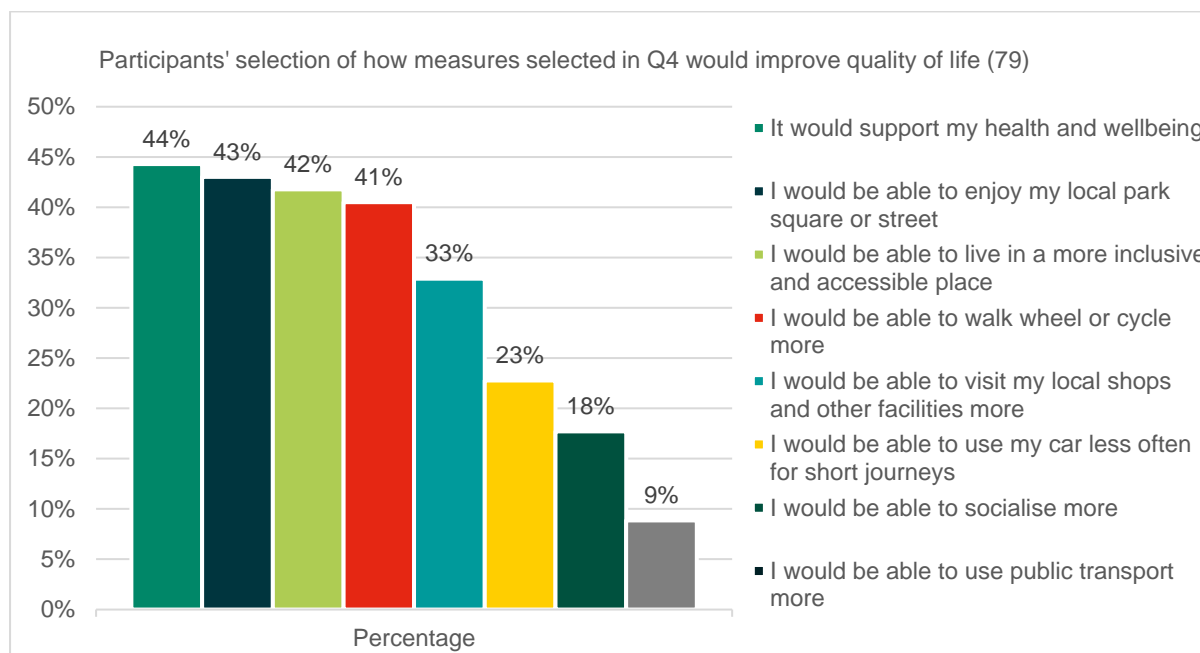


5.6.8 Other measures include stricter parking restrictions, improvements to current parking facilities, such as increased disabled parking, better road and pavement maintenance as well as improvements to public transport.

Question 5: How would the measures you identified in question 4 affect your quality of life?

5.6.9 The response form asked those submitting comments to share how the measure they identified in question 4 would affect their quality of life. Responses were as follows: 35 said it would support their health and wellbeing, 34 would enjoy their local park, square or street area more, 33 said it would mean they live in a more inclusive and accessible place, and 32 would allow them to walk, wheel or cycle more. 26 said they would use their local shops and other facilities more, 18 would use their car less often for short journeys, 14 would socialise more, and seven would allow them to use public transport more. A breakdown of the responses is provided in Figure 34.

Figure 34 Summary of Area 5 participants' selection of impacts that would improve quality of life (multiple-choice question)



5.6.10 Other impacts of the previously described measures include an improved sense of safety, environmental benefits, as well as the increased ability to purchase an EV.

Question 6: Any other comments?

5.6.11 The response form asked those submitting comments if they would like to add any other comments. A total of 65 respondents provided additional comments. Analysis of this question also includes free-form email and letter responses.

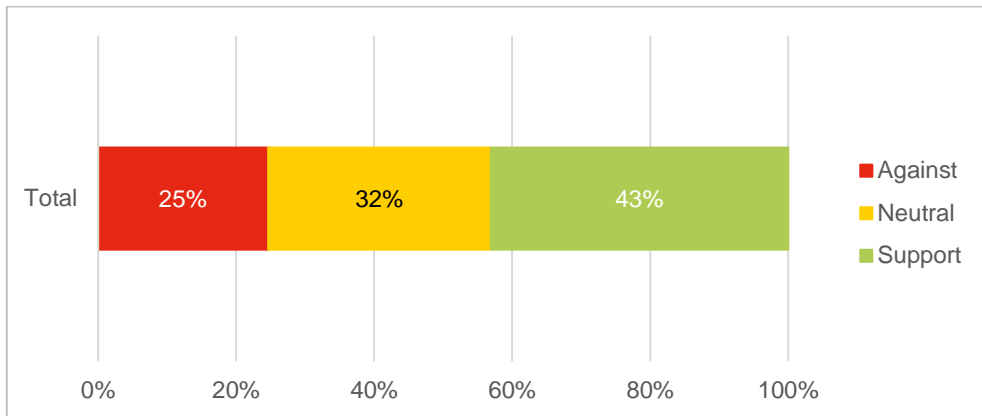
Table 8 Summary of Area 5 responses to Q6 'Any other comments?'

Theme	Summary of responses to 'Any other comments?'	Number of comments
Cycling	Speeding and pavement use Comments that cyclists can be seen speeding and using pavements which can be problematic for pedestrians.	4
	Safety Comments that there is a desire to improve cyclist safety.	3
	Lockers Comments that bike lockers should be considered in residential areas where space for storage is limited.	2
Engagement	Criticism A comment that the online engagement survey should have specifically asked for feedback on the Traffic Neighbourhood strategy. A comment expressing displeasure with the running of the in-person events.	2
	Residents Parking Zones (RPZ) Comments that the implementation of a RPZ should be carefully considered, with seven comments against the implementation of a scheme and four in support.	11

Parking	Commuters and student Comments that parking is often problematic for residents due to the high numbers of commuters and students.	7
	Crossings Comments that more safe places to cross would be welcomed.	4
	Enforcement Comments that there should be greater enforcement of parking restrictions.	3
	Disabled parking Comments that more disabled parking in needed close to shopping areas.	2
Pedestrian	Safety Comments that more could be done to make pedestrians feel safe.	8
	Improvements Comments that public spaces could be improved with the installation of street furniture, particularly benches, or with the planting of trees and flowers.	8
	Pavements Comments that pavement conditions and cleanliness needs addressing.	7
Public spaces	Conditions Comments that road surfaces and drains need maintenance, and more street cleaning.	4
Road	Restrictions Comments that road closure should not be put in place, concern that they would negatively impact local businesses or displace traffic to other areas	15
Traffic	Issues Comments that the area experiences traffic related issues in the area, with the most commonly referenced issue being rat-running.	19
Transport	Electric vehicles Comment that investment should be made in EV charging points.	4
	Public transport services A comment that reliable bus and train services would help make public transport more desirable to use.	3

5.6.12 The overarching sentiment across Area 5 is shown in Figure 35. Of those respondents that provided additional comments by answering question 6, 25% were against Liveable Neighbourhood solutions being implemented. 32% were neutral, by either identifying problems or a desire to improve certain aspects of the area but without making any specific suggestions for solutions. 43% were supportive to see change reflective of a Liveable Neighbourhoods concept.

Figure 35 Summary of sentiments of Area 5 responses (65)



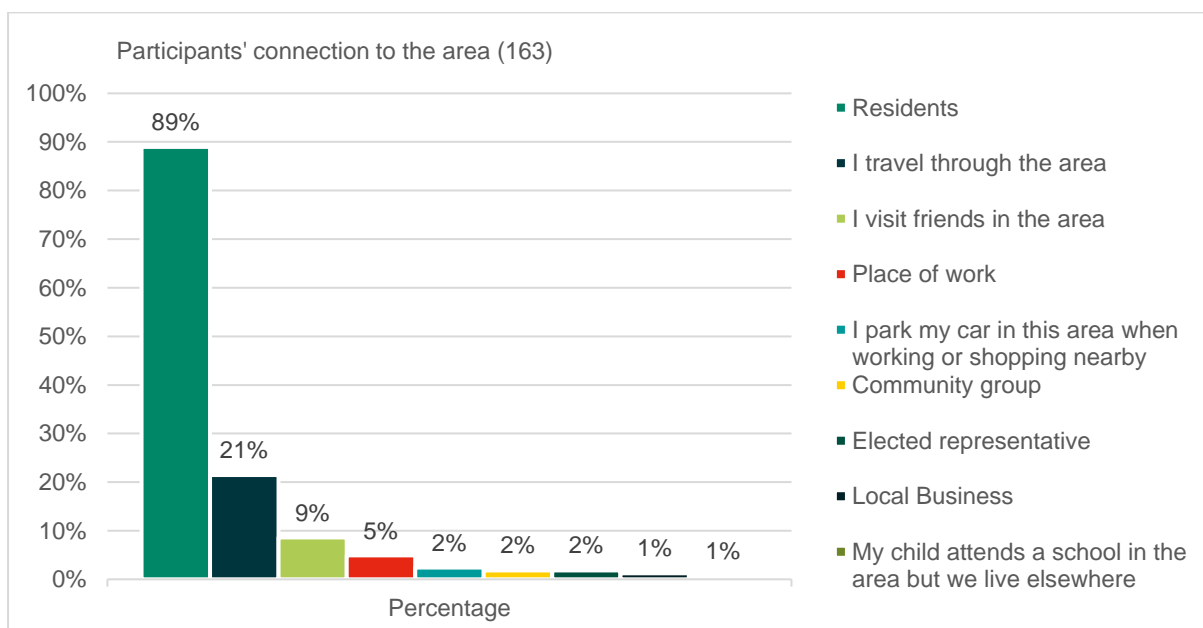
5.7 Area 6 - Walcot, Bath Phase 1: London Road, Snow Hill, Kensington Gardens, and adjacent roads

- 5.7.1 Out of the 1,625 responses submitted via the online or paper survey, 163 commented on Area 6 and completed questions 1 to 5.
- 5.7.2 Questions 1 to 5 were multiple-choice, with an option to select 'Other' should a respondent want to put forward an answer that was not listed. These questions were required to be completed and respondents were invited to select as many of the answers as applied to them.

Question 1: What is your connection to the area?

- 5.7.3 The response form asked those submitting comments to indicate what their connection is to the area. Responses were as follows: 145 said that they are residents, 35 travel through the area, and 14 visit friends in the area. Eight said it is their place of work, four park their car in this area when working or shopping nearby, and three are part of a community group. Three said they are Elected Representatives, two run a local business, and one said their child/children attend a school in the area, but they live somewhere else. A breakdown of the responses is provided in Figure 36.

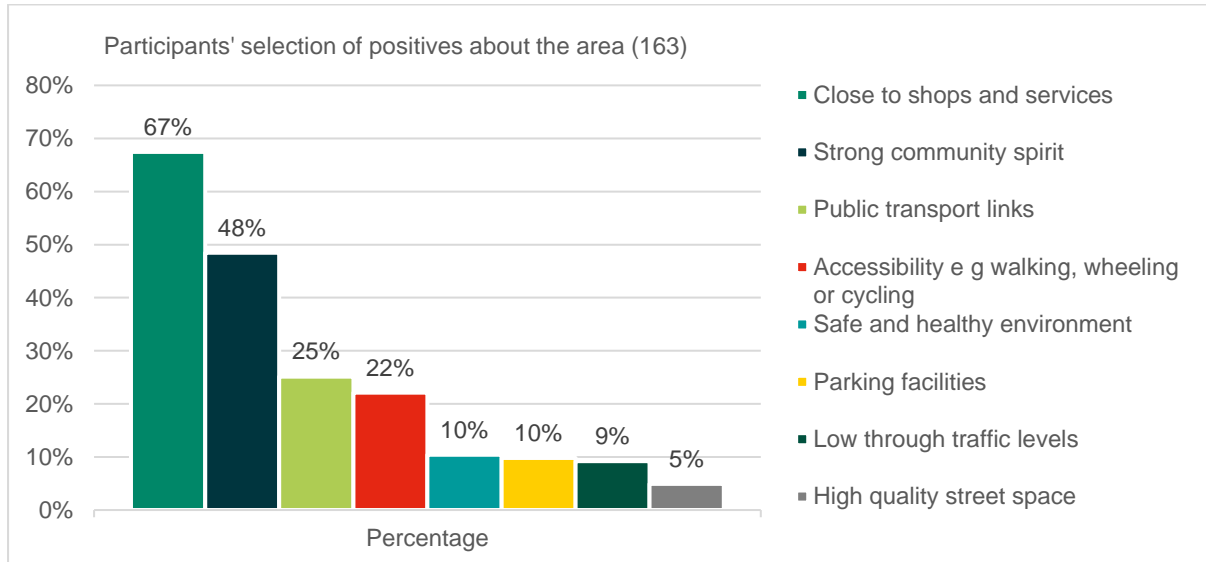
Figure 36 Summary of Area 6 participants' connection to the area (multiple-choice question)



Question 2: What would you say is good about the area currently?

5.7.4 The response form asked those submitting comments to indicate what they feel is good about the area. Responses were as follows: 110 said close to shops and services, 79 a strong community spirit, 41 good public transport links, 36 good accessibility, such as walking, wheeling, or cycling. 17 said a safe and healthy environment, 16 good parking facilities, 15 low levels of through traffic, and eight said high quality street place. A breakdown of the responses is provided in Figure 37.

Figure 37 Summary of Area 6 positives about the area (multiple-choice question)

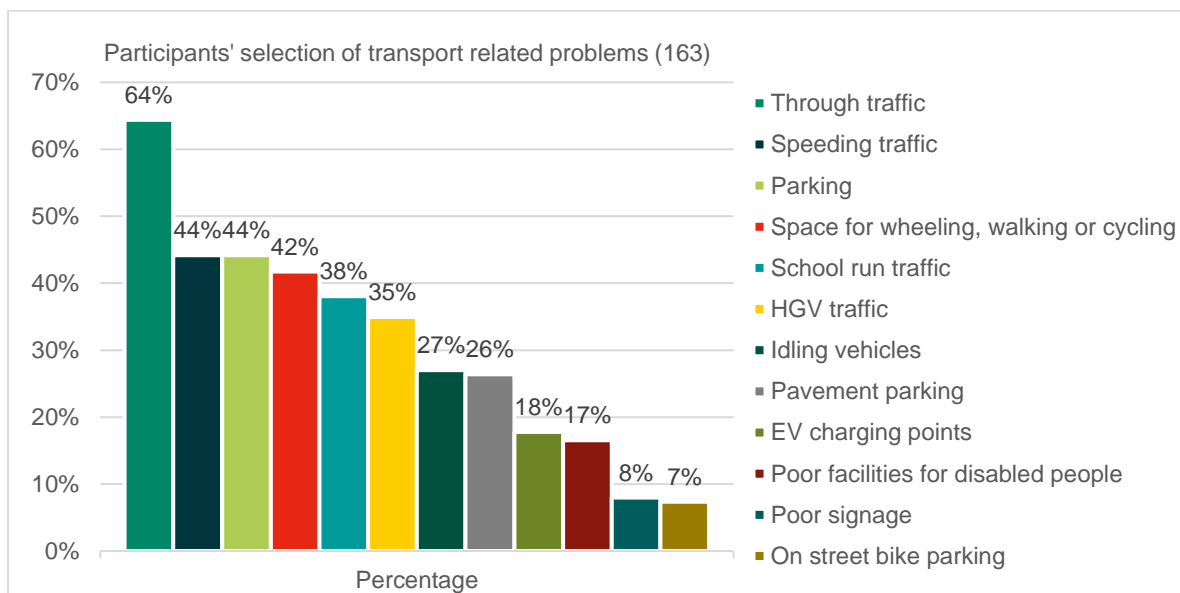


5.7.5 Other positives of the area include access to green space and the quality of the landscape.

Question 3: What do you think are the transport related problems and wider issues in this area?

5.7.6 The response form asked those submitting comments to state what they believe are the transport related problems in the area. Responses were as follows: 105 said that through traffic, 72 speeding traffic, 72 parking, and 68 space for wheeling, walking, or cycling. 62 said school run traffic, 57 HGV traffic, 44 idling vehicles, and 43 pavement parking. 29 said a lack of EV charging points, 27 poor facilities for disabled people, 13 poor signage, and 12 a lack of on street bike parking. A breakdown of the responses is provided in Figure 38.

Figure 38 Summary of Area 6 transport related problems (multiple-choice question)

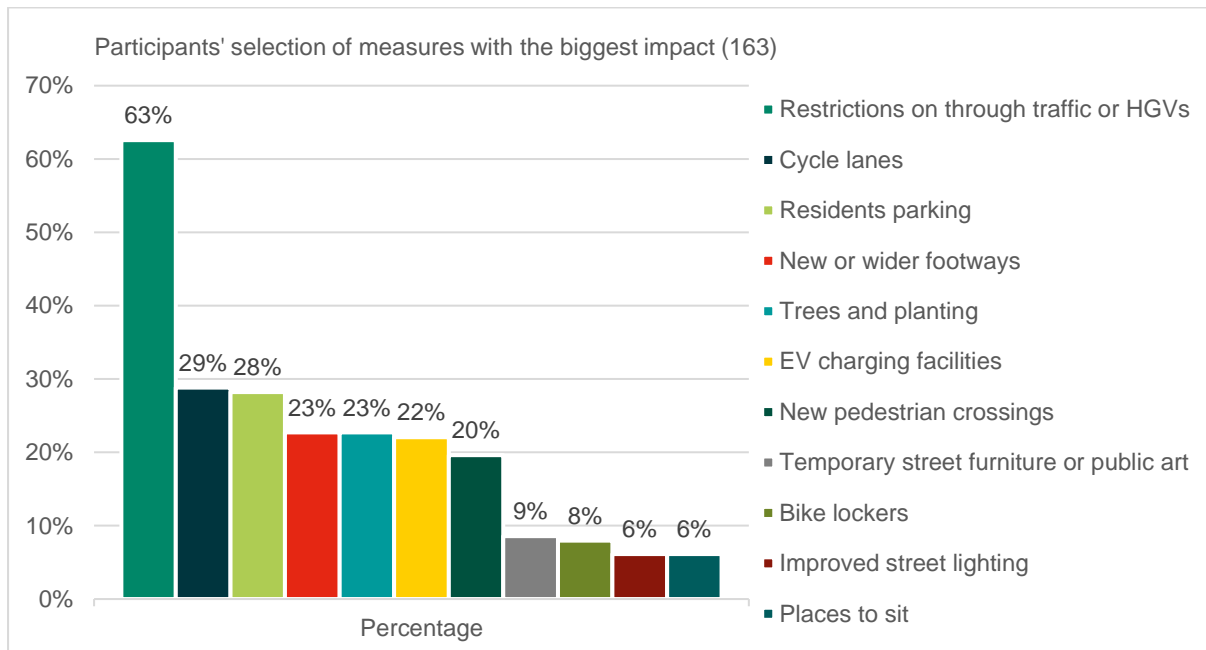


5.7.7 Other problems associated with the area include a lack of pedestrian crossings, poor public transport infrastructure and poor road layout design.

Question 4: Which measures would have the most positive impact on you?

5.7.8 The response form asked those submitting comments to identify which measures they would have the most impact on them. Responses were as follows: 102 said a restriction on through traffic or HGVs, 47 new or improved cycle lanes, 46 better or more residents parking, and 37 new or wider footways. 37 said trees and planting, 36 EV charging facilities, 32 new pedestrian crossings, and 14 temporary street furniture or public art. 13 said installation of bike lockers, 10 improved street lighting, and 10 places to sit. A breakdown of the responses is provided in Figure 39.

Figure 39 Summary of Area 6 participants' selection of measures with greatest impact (multiple-choice question)

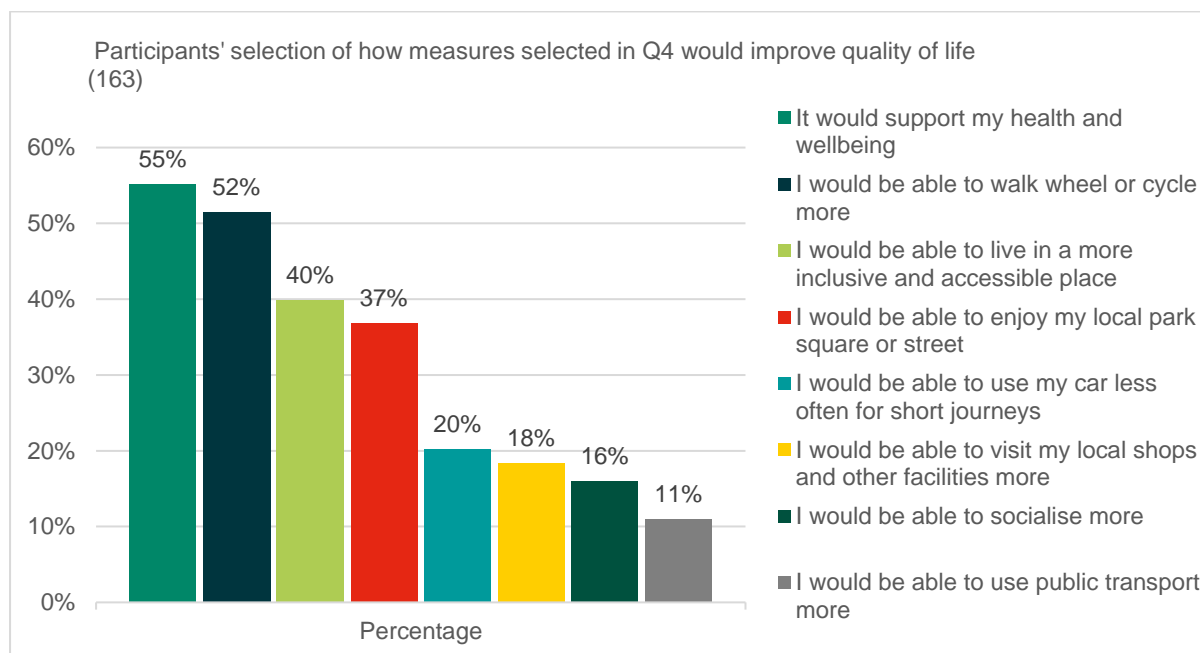


5.7.9 Other measures described include better signage, both on roads and for cycle lanes, as well as better street management and parking enforcement.

Question 5: How would the measures you identified in question 4 affect your quality of life?

5.7.10 The response form asked those submitting comments to share how the measure they identified in question 4 would affect their quality of life. Responses were as follows: 90 said it would support their health and wellbeing, 84 said it would allow them to walk, wheel or cycle more, 65 said it would mean they live in a more inclusive and accessible place, and 60 would enjoy their local park, square or street area more. 33 would use their car less often for short journeys, 30 would use their local shops and other facilities more, 26 would socialise more, and 18 said it would use public transport more. A breakdown of the responses is provided in Figure 40.

Figure 40 Summary of Area 6 participants' selection of impacts that would improve quality of life (multiple-choice question)



5.7.11 Other impacts of the previously described measures include a reduction in pollution, better parking facilities and the ability to feel safer on the roads and pavements.

Question 6: Any other comments?

5.7.12 The response form asked those submitting comments if they would like to add any other comments. A total of 118 respondents provided additional comments. Analysis of this question also includes free-form email and letter responses.

Table 9 Summary of Area 6 responses to Q6 'Any other comments?'

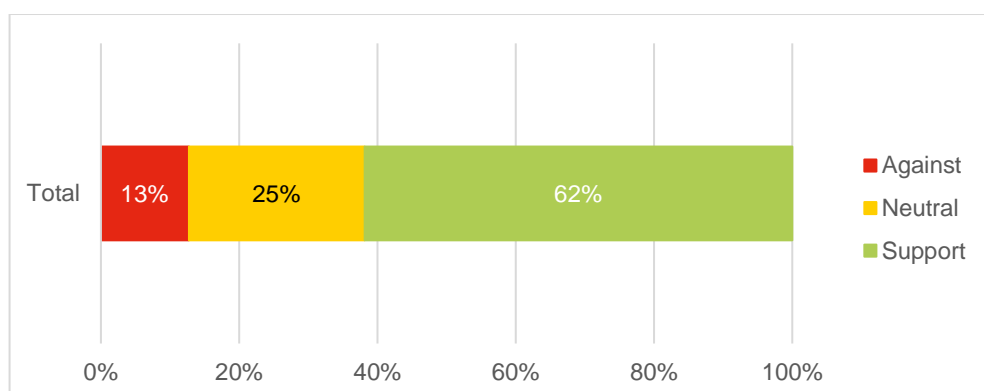
Theme	Summary of responses to 'Any other comments?'	Number of comments
Cycling	Safety Comments that cyclist safety is at risk and a desire to improve it, comments of this nature are often made by those seeking improvements to cycle lanes. Two comments suggesting the location of the planters on London Road should be reconsidered as they can restrict the visibility for cyclists and drivers.	13
	Lanes Comments that request new cycle lanes be installed or improved on London Road, with particular reference to travelling East bound. Also, a comment for a new cycle lane on The Paragon and improved lanes at Cleveland Place.	11
	Infrastructure Comments that cycle storage should be installed for those who live in houses with no or little storage capacity.	2
Engagement	Criticism Comments that Liveable Neighbourhood programme should be part of a wider, more holistic approach that should include adjoining areas.	3
	Feedback survey Comments that the online survey tool was not inclusive or biased in favour of the Liveable Neighbourhoods approach.	3

Parking	Residents Parking Zones (RPZ) - Support Comments that more residential areas should be considered to become RPZs.	10
	Commuters Comments that parking is often problematic for residents in areas without residents parking schemes due commuters.	8
	Pavement parking Comments that pavement parking is an issue in the area, with particular reference to Snow Hill which is narrow and often means that cars park on the pavement to avoid damage from passing cars. However, this negatively impacts access to the pavements for pedestrians, especially those with pushchairs or who use wheelchairs.	8
	Reduction Comments that parking should be removed or reduced to allow for easy of movement of public transport or to create additional space for pedestrians.	4
	Residents Parking Zones (RPZ) - Oppose Comments that RPZs should not be implemented in their roads (Brunswick Street and Chilton Road).	3
	Illegal Comments that people have witnessed illegal or inappropriate parking on single and double yellow lines.	3
Pedestrian	Safety Comments that pedestrian safety is at risk, often in relation to the volume and speed of traffic, and a desire to make areas more pedestrian friendly.	14
	Crossings Comments that new crossings are needed, or current crossings improved, with particular reference to London Road.	13
	Pavements Comments many pavements in the area are too narrow or stops altogether.	7
Public spaces	Cleanliness Comments that public parks and footpaths could be kept cleaner.	3
	Trees and planting Comments that more planting of trees would improve air quality and biodiversity.	2
	Public parks A comment that shows concern that play areas may be removed.	1
Road	Restrictions Comments that restricting access of though traffic should be considered, with particular reference to Camden Road.	9
	Traffic calming measures Comments that traffic calming measures are not adequate on Camden Road.	5
	One-way Comments that considerations should be given to making some roads one-way, including Tynning Lane.	4

	Bypass/ Ring road Comments that a bypass or ring road would be the most effective solution for improving traffic in the Bath area.	3
	Speed limit Comments that the speed limit on Snow Hill and Walcot Street should be lowered.	2
The Scheme	Concerns Comments expressing concern that traffic discouraged from using a particular area will negatively impact another area. Comments that Liveable Neighbourhood will negatively impact those who are reliant on cars, such as disabled people and those with children that live of steep inclines.	12
Traffic	Issues Comments that the area experiences traffic related issues in the area, with the most commonly referenced issues being rat-running, speeding and HGVs.	58
	Pollution Comments stating that the traffic issue within the area is increasing air and noise pollution, which is negatively impacting the health of the local residents.	25
Transport	Public transport - Buses Comments that investment should be made to improve public transport in the area, making it more affordable, reliable, and accessible. Comments that bus services that go that though areas, such as Camden Road suffer by getting caught in pitch points and congestion.	12
	Electric vehicles A comment that EV charging points should be installed in residential areas.	6
	Public transport - P&R Comments that the area would benefit from a Park and Ride being built	2

5.7.13 The overarching sentiment across Area 6 is shown in Figure 41. Of those respondents that provided additional comments by answering question 6, 13% were against Liveable Neighbourhood solutions being implemented. 25% were neutral, by either identifying problems or a desire to improve certain aspects of the area but without making any specific suggestions for solutions. 62% were supportive to see change reflective of a Liveable Neighbourhoods concept.

Figure 41 Summary of sentiments of Area 6 responses (118)



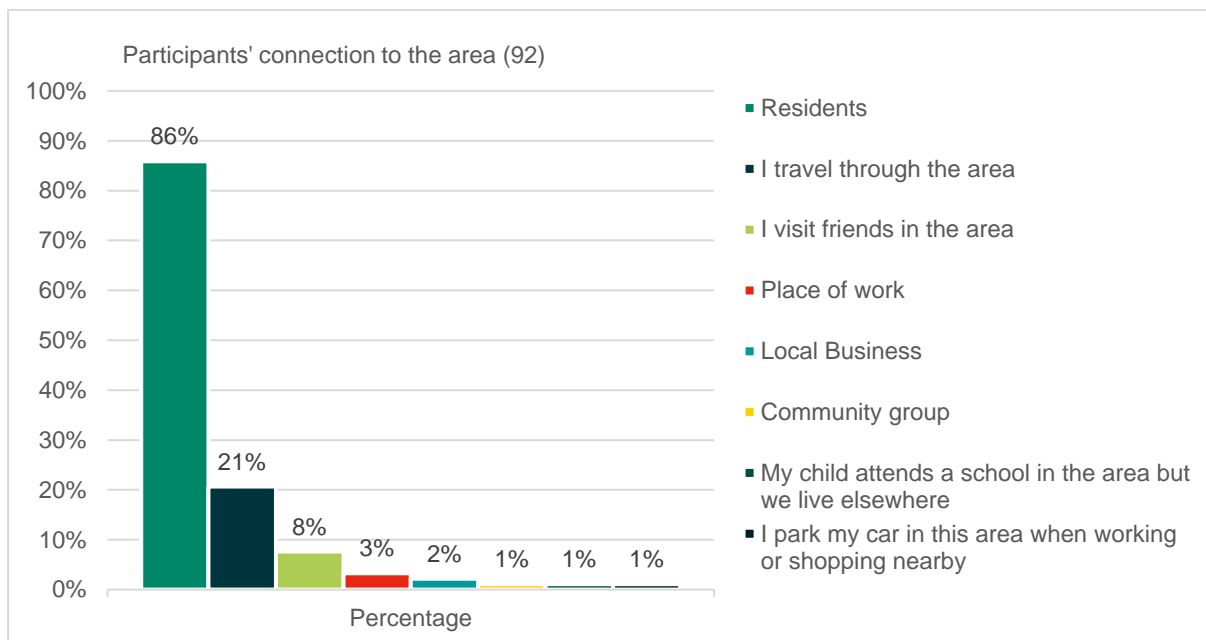
5.8 Area 7 - Widcombe and Lyncombe, Bath (I): Church Street and Prior Park Road

- 5.8.1 Out of the 1,625 responses submitted via the online or paper survey, 92 commented on Area 7 and completed questions 1 to 5.
- 5.8.2 Questions 1 to 5 were multiple-choice, with an option to select 'Other' should a respondent want to put forward an answer that was not listed. These questions were required to be completed and respondents were invited to select as many of the answers as applied to them.

Question 1: What is your connection to the area?

- 5.8.3 The response form asked those submitting comments to indicate what their connection is to the area. Responses were as follows: 79 said that they are residents, 19 travel through the area, seven visit friends in the area, three it is their place of work, and two run a local business. One said they are part of a community group, one said their child/children attend a school in the area, but they live somewhere else, and one parks their car in this area when working or shopping nearby. A breakdown of the responses is provided in Figure 42.

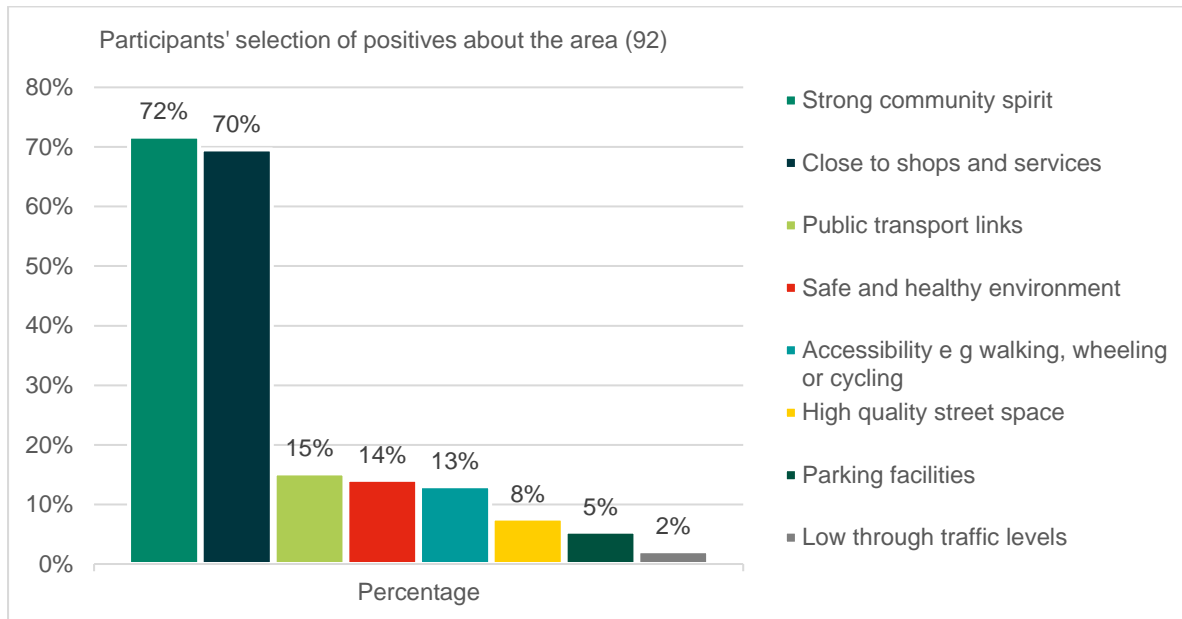
Figure 42 Summary of Area 7 participants' connection to the area (multiple-choice question)



Question 2: What would you say is good about the area currently?

- 5.8.4 The response form asked those submitting comments to indicate what they feel is good about the area. Responses were as follows: 66 said a strong community spirit, 64 close to shops and services, 14 good public transport links, and 13 a safe and healthy environment. 12 said good accessibility, such as walking, wheeling, or cycling, seven high quality street place, five good parking facilities, and two said low levels of through traffic. A breakdown of the responses is provided in Figure 43.

Figure 43 Summary of Area 7 positives about the area (multiple-choice question)

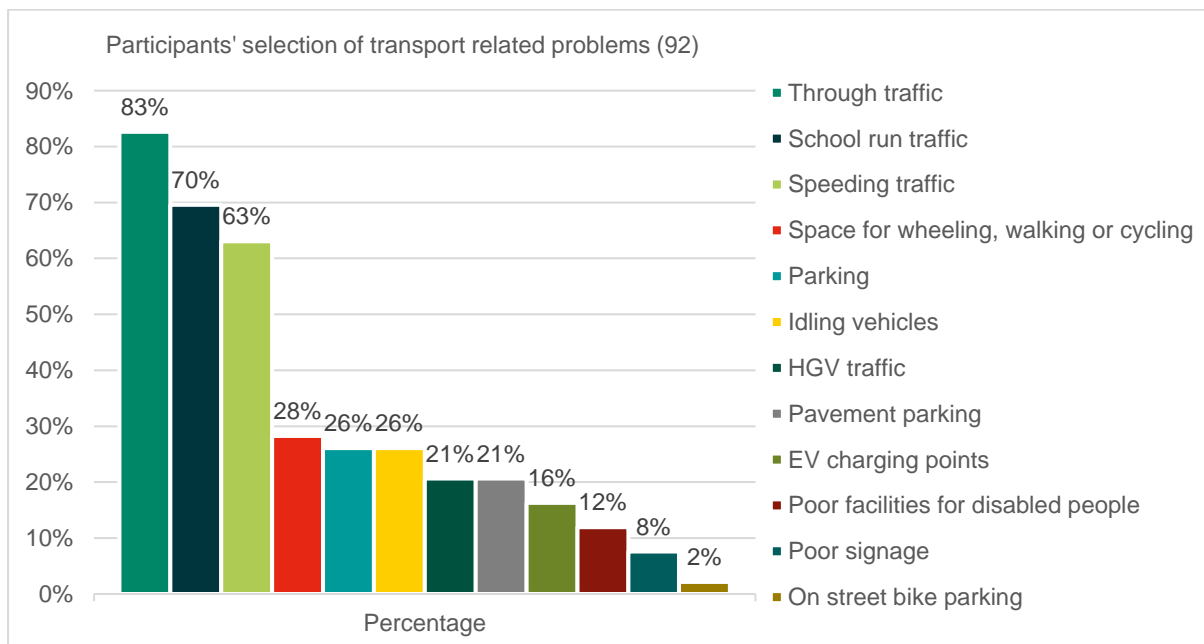


5.8.5 Another positive of the area identified by respondents was access to the countryside.

Question 3: What do you think are the transport related problems and wider issues in this area?

5.8.6 The response form asked those submitting comments to state what they believe are the transport related problems in the area. Responses were as follows: 76 said through traffic, 64 school run traffic, 58 speeding traffic, and 26 space for wheeling, walking, or cycling. 24 said parking, 24 idling vehicles, 19 HGV traffic, and 19 pavement parking. 15 said a lack of EV charging points, 11 poor facilities for disabled people, seven poor signage, and two a lack of on street bike parking. A breakdown of the responses is provided in Figure 44.

Figure 44 Summary of Area 7 transport related problems (multiple-choice question)

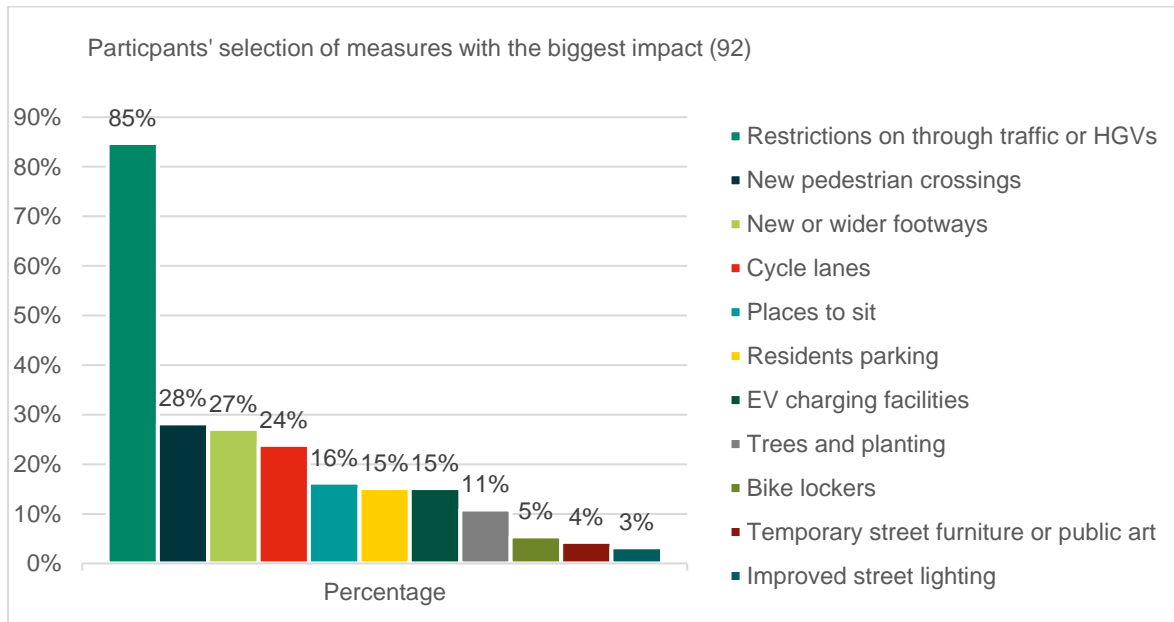


5.8.7 Other problems associated with the area include a lack of pedestrian crossings and traffic-related pollution.

Question 4: Which measures would have the most positive impact on you?

5.8.8 The response form asked those submitting comments to identify which measures they would have the most impact on them. Responses were as follows: 78 said a restriction on through traffic or HGVs, 26 new pedestrian crossings, 25 new or wider footways, and 22 new or improved cycle lanes. 15 said places to sit, 14 better or more residents parking, 14 EV charging facilities, and 10 trees and planting. five said installation of bike lockers, four temporary street furniture or public art, and three improved street lighting. A breakdown of the responses is provided in Figure 45.

Figure 45 Summary of Area 7 participants' selection of measures with greatest impact (multiple-choice question)

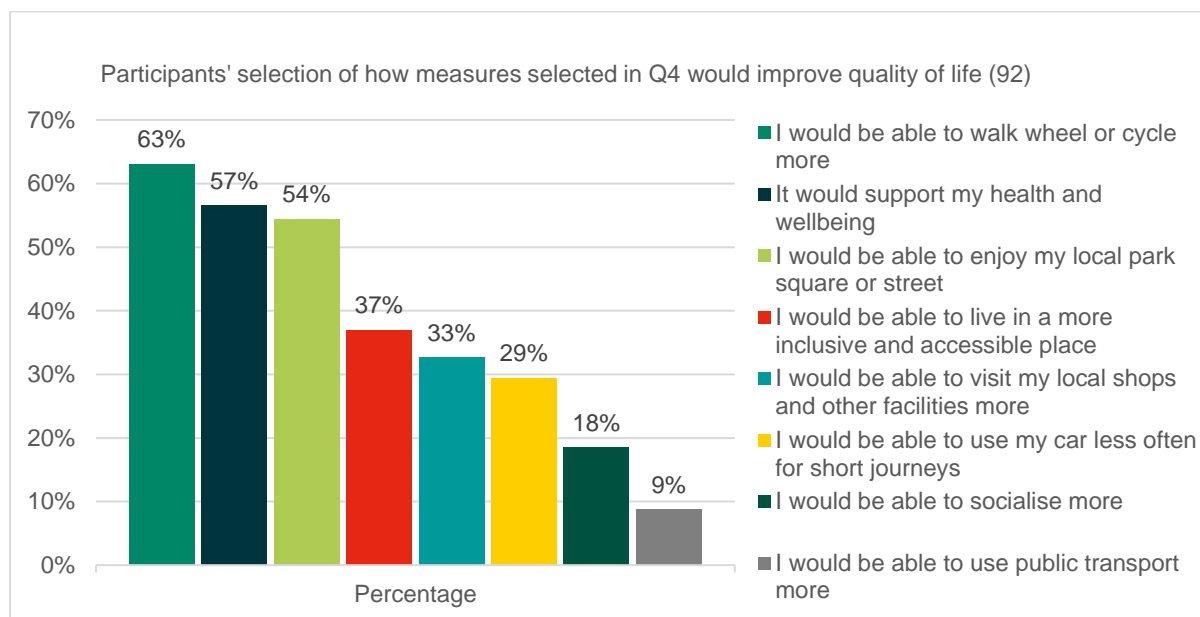


5.8.9 Other measures described include improvements to public transport and air quality.

Question 5: How would the measures you identified in question 4 affect your quality of life?

5.8.10 The response form asked those submitting comments to share how the measure they identified in question 4 would affect their quality of life. Responses were as follows: 58 said it would allow them to walk, wheel or cycle more, 52 said it would support their health and wellbeing, 50 would enjoy their local park, square or street area mor, and said 34 it would mean they live in a more inclusive and accessible place. 30 said they would use their local shops and other facilities more, 27 would use their car less often for short journeys, 17 would socialise more, and eight said it would allow them to use public transport more. A breakdown of the responses is provided in Figure 46.

Figure 46 Summary of Area 7 participants' selection of impacts that would improve quality of life (multiple-choice question)



5.8.11 Other impacts of the previously described measures include an increased sense of safety on the roads, as well as a safer environment to live in.

Question 6: Any other comments?

5.8.12 The response form asked those submitting comments if they would like to add any other comments. A total of 87 respondents provided additional comments. Analysis of this question also includes free-form email and letter responses.

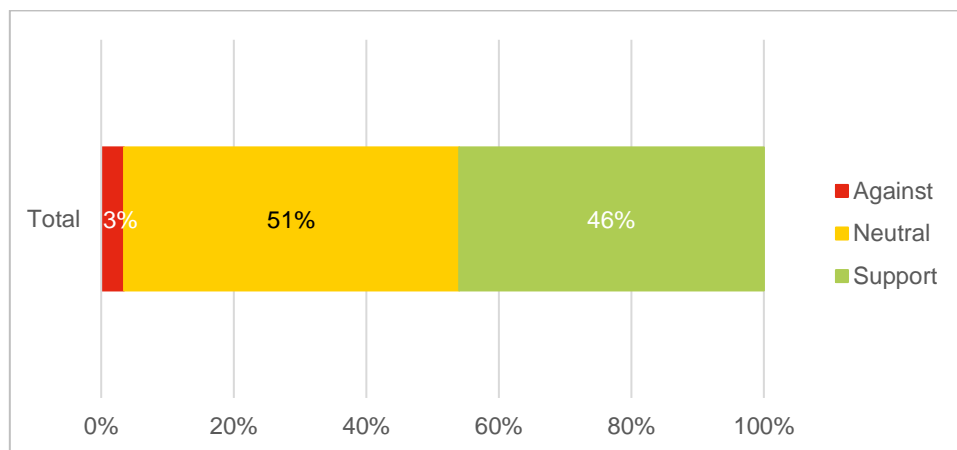
Table 10 Summary of Area 7 responses to Q6 'Any other comments?'

Theme	Summary of responses to 'Any other comments?'	Number of comments
Cycling	Safety Comments that demonstrate a desire to improve cyclist safety. Comments that cyclist safety is often at risk because of pavement parking on narrow roads and seeding traffic, roads mentioned include Widcombe Hill and Church Street.	12
	Lanes Comments that new cycle lanes are needed, in particular in and around areas close to nearby schools.	3
	Infrastructure Comments that the double mini roundabouts at Prior Park Road and Widcombe Hill are confusing and unsafe for cyclists.	3
Engagement	Criticism Comments that the term "wheeling" should not be used in reference to all forms of disability. It is recognised that not all people with disabilities require a wheelchair.	1
Parking	Pavement parking Comments that pavement parking is regular, particularly on Church Street and Prior Park Cottages.	7

	Residents Parking Zones (RPZ) Comments that all non-residential parking should be removed or that an RPZ has improved their parking abilities in their area.	4
Pedestrian	Safety Comments that the lack of crossings, narrow pavements and busy traffic makes pedestrians feel unsafe.	17
	Crossings Comments that roads are difficult for pedestrians to cross safely, with several requests to install of new crossings.	16
	Pavements Comments that many pavements in the area are too narrow and need to be widened.	15
Roads	Restrictions Comments that restricting access of through traffic should be considered, Suggestions include Church Lane, Church Street, Greenway Lane, and Rosemount Lane.	31
	Traffic calming measures Comments that traffic calming measures should be considered on busier roads, suggestions include speed cameras, reducing the speed limit and speed bumps.	15
	One-way Comments that consideration should be given to making roads one-way, with particular reference to Rosemount Lane.	6
	Clean Air Zones (CAZ) Comments that traffic has worsened on Rosemount Lane, this is considered to be a result of the CAZ scheme.	4
Traffic	Issues Comments that the area experiences traffic related issues, with the most commonly referenced issues being School traffic and rat-running.	38
	Pollution Comments stating that traffic issues within the area creates pollution and negatively impacts air quality.	9
Transport	Electric vehicles (EV) Comments that EV charging points should be installed.	5
	Public transport services Comment that public transport options should be made available for school children.	3

5.8.13 The overarching sentiment across Area 7 is shown in Figure 47. Of those respondents that provided additional comments by answering question 6, 3% were against Liveable Neighbourhood solutions being implemented. 51% were neutral, by either identifying problems or a desire to improve certain aspects of the area but without making any specific suggestions for solutions. 46% were supportive to see change reflective of a Liveable Neighbourhoods concept.

Figure 47 Summary of sentiments of Area 7 responses (87)



5.9 Area 8 - Newbridge, Bath (I): Chelsea Road

- 5.9.1 Out of the 1,625 responses submitted via the online or paper survey, 47 commented on Area 8 and completed questions 1 to 5.
- 5.9.2 Questions 1 to 5 were multiple-choice, with an option to select 'Other' should a respondent want to put forward an answer that was not listed. These questions were required to be completed and respondents were invited to select as many of the answers as applied to them.
- 5.9.3 Feedback is presented by response count with no graphs due to the low response base.

Question 1: What is your connection to the area?

- 5.9.4 The response form asked those submitting comments to indicate what their connection is to the area. Responses were as follows: 41 said that they are residents, five travel through the area, four run a local business, and three park their car in this area when working or shopping nearby. Two said it is their place of work, two visit friends in the area, and one is part of a community group.

Question 2: What would you say is good about the area currently?

- 5.9.5 The response form asked those submitting comments to indicate what they feel is good about the area. Responses were as follows: 41 said close to shops and services, 28 a strong community spirit, 13 good public transport links, nine good accessibility such as, walking, wheeling, or cycling. Five said a safe and healthy environment, five low levels of through traffic, four good parking facilities, and one said there is high quality street place.

Question 3: What do you think are the transport related problems and wider issues in this area?

- 5.9.6 The response form asked those submitting comments to state what they believe are the transport related problems in the area. Responses were as follows: 30 said parking, 29 through traffic is a problem, 19 speeding traffic, and 17 a lack of EV charging points. 17 said pavement parking, 17 space for wheeling, walking, or cycling, 14 idling vehicles, and 13 HGV traffic. Five said school run traffic, five a lack of on street bike parking, three poor facilities for disabled people, and one poor signage.
- 5.9.7 Other problems associated with the area include dangerous junctions, poor public transport links and a lack of pedestrian safety while travelling through the area.

Question 4: Which measures would have the most positive impact on you?

- 5.9.8 The response form asked those submitting comments to identify which measures they would have the most impact on them. Responses were as follows: 22 said a restriction on through traffic or HGVs, 20 better or more residents parking, 16 EV charging facilities, and 11 trees and planting. Nine said places to sit, eight new or improved cycle lanes, eight new or wider footways, and five temporary street furniture or public art. Three said installation of bike lockers, two improved street lighting, and two new pedestrian crossing.
- 5.9.9 Other measures identified include better disabled parking provisions, more parking enforcement, improved public transport infrastructure and reduced speed limits.

Question 5: How would the measures you identified in question 4 affect your quality of life?

- 5.9.10 The response form asked those submitting comments to share how the measure they identified in question 4 would affect their quality of life. Responses were as follows: 23 said they would enjoy their local park, square or street area more, 20 would support their health and wellbeing, 19 said it would mean they live in more inclusive and accessible place, and 17 said it would allow them to walk, wheel or cycle more. 16 said they would use their local shops and other facilities more, eight would socialise more, six would use their car less often for short journeys, and three said it would allow them to use public transport more.
- 5.9.11 Other impacts of the previously described measures include a stronger sense of community, better parking facilities, improved sense of safety as well as the increased ability to purchase an EV.

Question 6: Any other comments?

- 5.9.12 The response form asked those submitting comments if they would like to add any other comments. A total of 43 respondents provided additional comments. Analysis of this question also includes free-form email and letter responses.

Table 11 Summary of Area 8 responses to Q6 'Any other comments?'

Theme	Summary of responses to 'Any other comments?'	Number of comments
Cycling	Lanes Comments that new cycle lanes are needed, with comments suggesting that space to do so could be created by removing parking or making roads one-way.	4
	Safety Comments that there is a desire to improve cyclist safety.	3
	Visibility A comment that if cycle lanes are built, consideration should be given to visibility of drivers exiting their properties.	1
Engagement	Criticism Comments that engagement was not promoted widely enough.	2
Parking	Commuters and shoppers Comments that parking is often problematic for residents due to the high numbers of commuters and shoppers. However, often acknowledging that parking for non-residents is needed to help local businesses service customers, with many suggesting implementing timed parking restrictions.	14
	Illegal and pavement parking Comments that people have witnessed illegal parking on double yellow lines or on junctions. Comments that pavement parking is also an issue.	14

	Disabled parking Comments that disabled parking spaces are either used irresponsibly or that spaces are limited.	2
Pedestrian	Safety Comments that pedestrian safety is at risk, often in relation to poor visibility, lack of crossings, speeding traffic and rat-running, or a desire to improve it.	19
	Pavements Comments that pavements are too narrow and need to be widened, improving accessibility. One comment suggested installing a dropped kerb.	15
	Crossings Comments that roads and junctions are difficult to cross at, with several requests to improvement to current crossing or installation of new crossings.	11
Public spaces	Parklets Comments to reclaim space from traffic to create parklets.	2
Road	One-way Comments that consideration should be given to making one-way to help.	3
	Traffic calming measures Comments that traffic calming measures should be consider, suggestions included speed bumps and a 20mph speed limit.	3
The Scheme	Concerns Comments that certain Liveable Neighbourhood solutions could have a negative impact on local businesses and the nearby hospital.	5
Traffic	Issues Comments that the area experiences traffic related issues, with the most commonly referenced issue being through traffic.	16
Transport	Electric vehicles Various comments regarding whether or not to install EV charging points.	4

5.9.13 Of those respondents that provided additional comments by answering question 6, six were against Liveable Neighbourhood solutions being implemented. 10 were neutral, by either identifying problems or a desire to improve certain aspects of the area but without making any specific suggestions for solutions. 27 were supportive to see change reflective of a Liveable Neighbourhoods concept.

5.10 Area 9 - Widcombe and Lyncombe, Bath (II): Entry Hill

5.10.1 Out of the 1,625 responses submitted via the online or paper survey, 287 commented on Area 9 and completed questions 1 to 5.

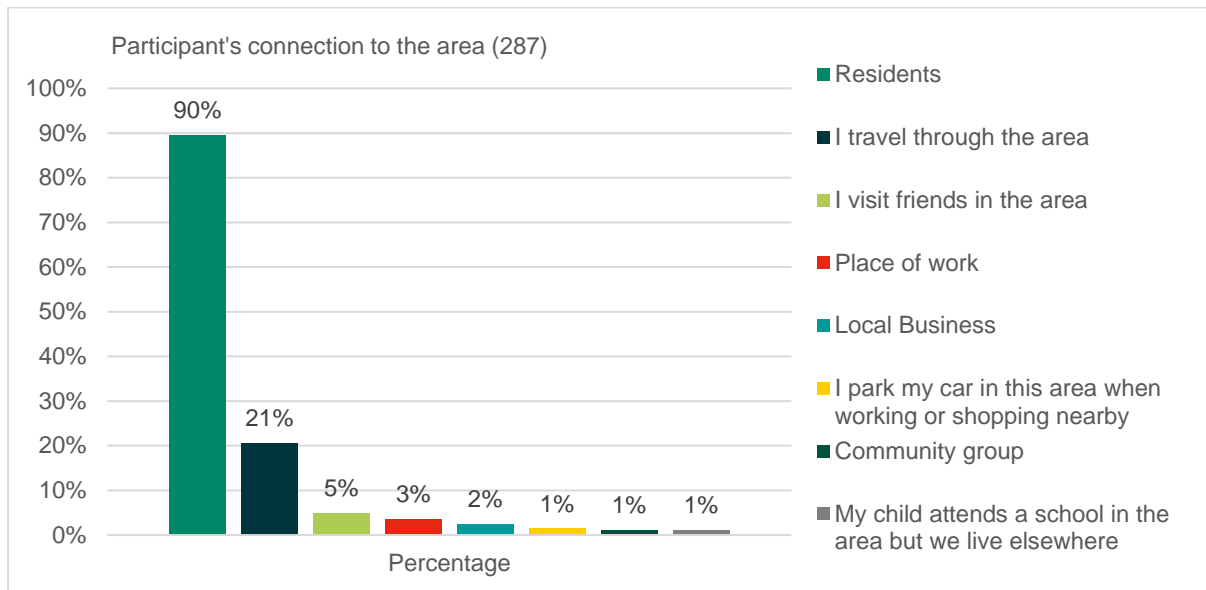
5.10.2 Questions 1 to 5 were multiple-choice, with an option to select 'Other' should a respondent want to put forward an answer that was not listed. These questions were required to be completed and respondents were invited to select as many of the answers as applied to them.

Question 1: What is your connection to the area?

5.10.3 The response form asked those submitting comments to indicate what their connection is to the area. Responses were as follows: 257 were residents, 59 travel through the area, 14 visit friends in the area, 10 visit their place of work, seven run a local business, four park their car in the area while shopping or working, three are part of a community group, three said their child/children who attends a school in

the area while living elsewhere, and one is an Elected Representative. Figure 48 below provides a breakdown of the responses.

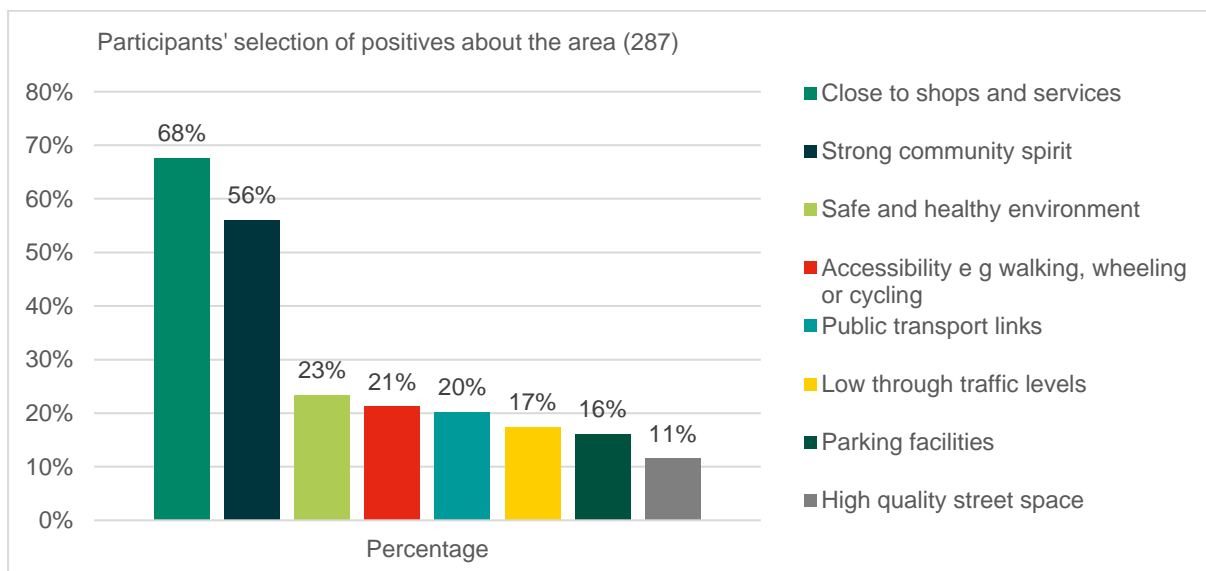
Figure 48 Summary of Area 9 participants' connection to the area (multiple-choice question)



Question 2: What would you say is good about the area currently?

5.10.4 The response form asked those submitting comments to indicate what they feel is good about the area. Responses were as follows: 194 said close to shops and services, 161 said a strong community spirit, 67 a safe and healthy environment, and 61 good accessibility, such as walking, wheeling, or cycling. 58 said good public transport links, 50 low through traffic levels, 46 good parking facilities, and 33 said high quality street space. A breakdown of the responses is provided in Figure 49.

Figure 49 Summary of Area 9 positives about the area (multiple-choice question)



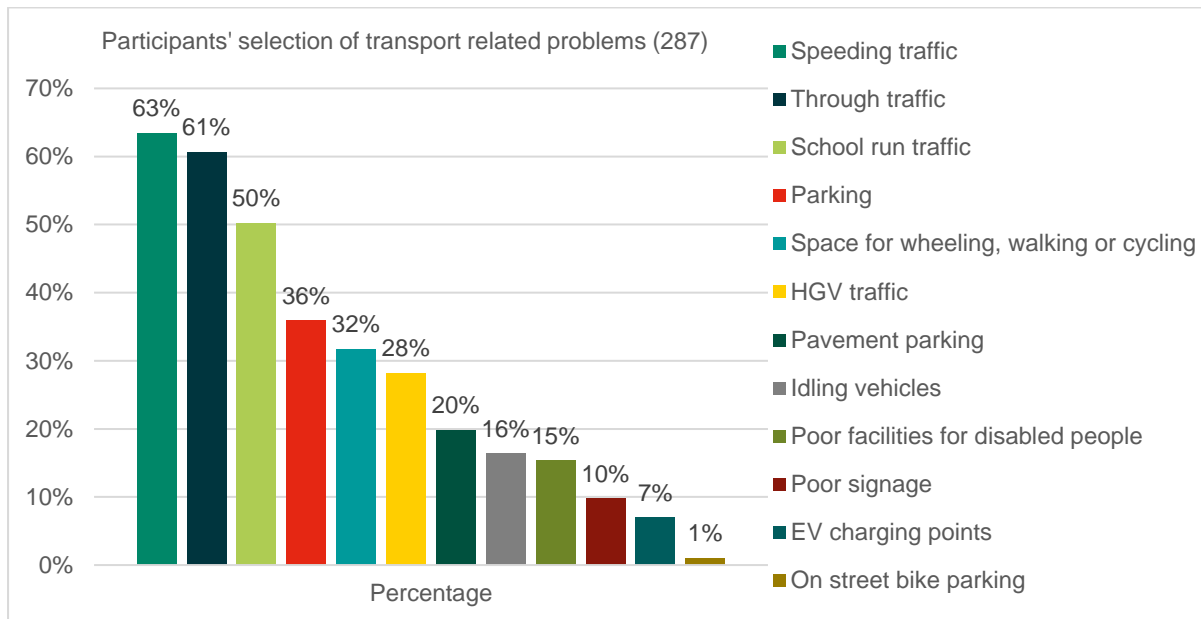
5.10.5 Other positives mentioned by respondents include a high quality of life, availability of green spaces and the beauty of the landscape.

Question 3: What do you think are the transport related problems and wider issues in this area?

5.10.6 The response form asked those submitting comments to state what they believe are the transport related problems in the area. Responses were as follows: 182 said speeding traffic, 174 through traffic, 144 school run traffic, and 103 parking. 91 said space for wheeling, walking, or cycling, 81 HGV traffic,

57 pavement parking, and 47 idling vehicles. 44 said poor facilities for disabled people, 28 poor signage, 20 a lack of EV charging points, and three a lack of street bike parking. A breakdown of the responses is provided in Figure 50.

Figure 50 Summary of Area 9 transport related problems (multiple-choice question)

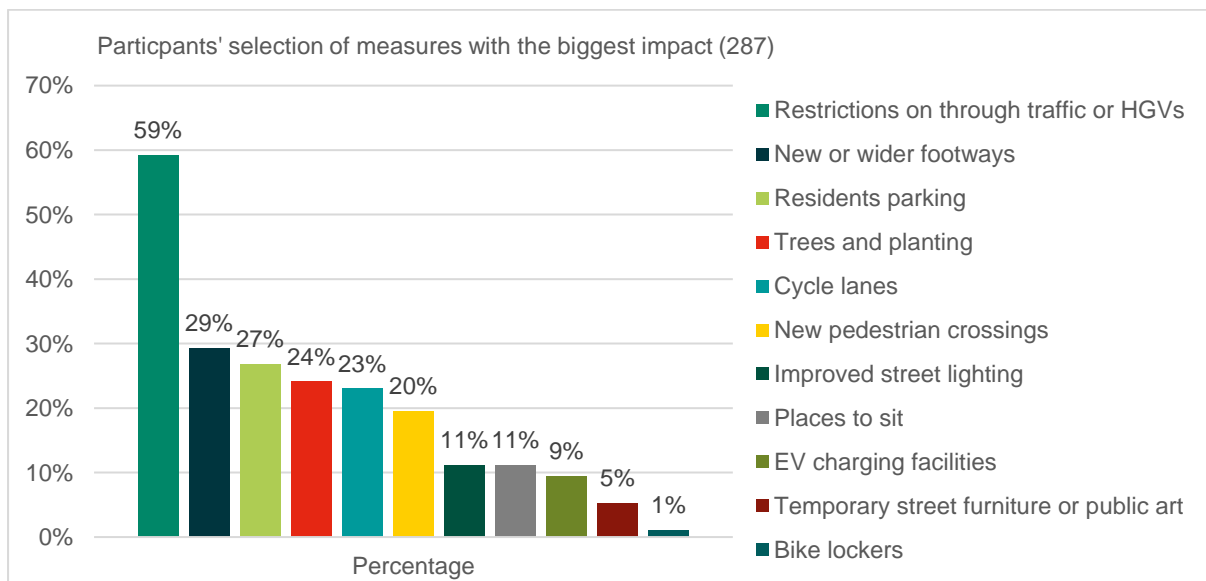


5.10.7 Other transport-related problems identified by respondents include issues with road layouts, particularly junctions, a lack of pedestrian crossings, and poor public transport infrastructure.

Question 4: Which measures would have the most positive impact on you?

5.10.8 The response form asked those submitting comments to identify which measures they would have the most impact on them. Responses were as follows: 170 said restrictions on through traffic or HGVs, 84 new or wider footways, 77 more or better residents parking, and 69 trees and planting. 66 said cycle lanes, 56 new pedestrian crossings, 32 improved street lighting, and 32 places to sit. 27 said EV charging facilities, 15 temporary street furniture or public art, and three installation of bike lockers. A breakdown of the responses is provided in Figure 51.

Figure 51 Summary of Area 9 participants' selection of measures with greatest positive impact (multiple-choice question)

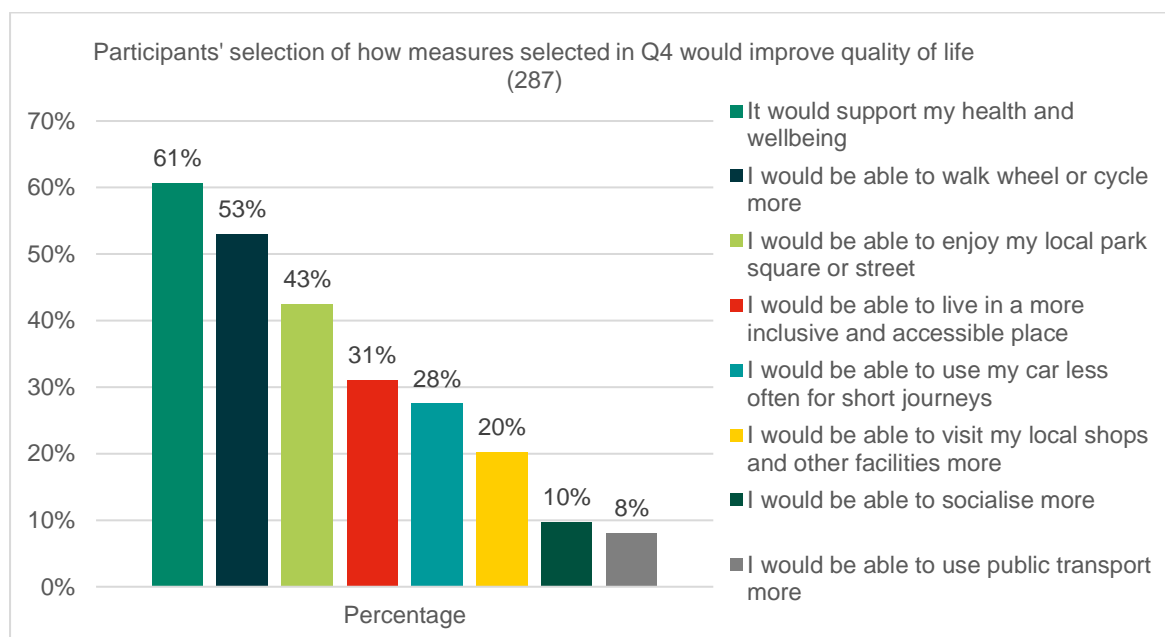


5.10.9 Another measure mentioned by respondents was improved public transport services.

Question 5: How would the measures you identified in question 4 affect your quality of life?

5.10.10 The response form asked those submitting comments to share how the measure they identified in question 4 would affect their quality of life. Responses were as follows: 174 said it would support their health and wellbeing, 152 would be able to walk, wheel or cycle more, 122 would be able to enjoy their local park/square more, and 89 would be able to live in a more inclusive and accessible place. 79 said they would be able to use their car less, 58 would be able to visit their local shops and facilities more, 28 would be able to socialise more, and 23 would use public transport more. A breakdown of the responses is provided in Figure 52.

Figure 52 Summary of Area 9 participants' selection of impacts that would improve quality of life (multiple-choice question)



5.10.11 Other impacts of the previously described measures include a better environment, less pollution, better parking, and improved safety for pedestrians in the area.

Question 6: Any other comments?

5.10.12 The response form asked those submitting comments if they would like to add any other comments. A total of 281 respondents provided additional comments. Analysis of this question also includes free-form email and letter responses.

Table 12 Summary of Area 9 responses to Q6 'Any other comments?'

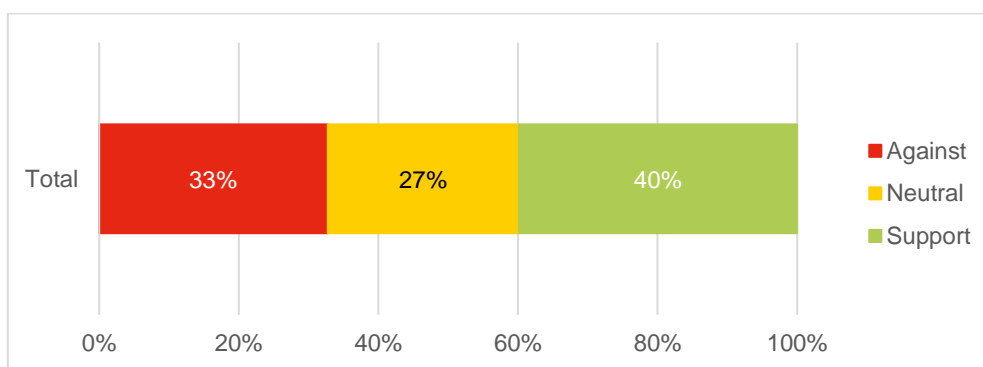
Theme	Summary of responses to 'Any other comments?'	Number of comments
Cycling	Lanes and routes Comments that there are areas that could benefit from new or improved cycle lanes, including better access to the Two Tunnels cycle path.	16
	Safety Comments that cyclist safety is at risk, often in relation to lack of segregation from traffic, or a desire to improve it.	9

Engagement	<p>Criticism Comments that the level and accessibility of engagement unacceptable.</p>	3
Parking	<p>Residents Parking Zones (RPZ) – Oppose Comments that parking is not an issue or has become an issue because of RPZs. Particular refence made to Hansford Square, with many opposing the implementation a RPZ scheme.</p>	55
	<p>Residents Parking Zones (RPZ) - Support Comments that parking in residential areas, in particular around Lower Entry Hill, is problematic, with many supporting the implementation a RPZ scheme.</p>	17
Pedestrian	<p>Pavements Comments that many of the pavements are too narrow and need to be widened, improving accessibility. Two comments suggested installing dropped kerb would also help.</p>	23
	<p>Safety Comments that pedestrian safety is at risk, often in relation to the speeding traffic and the pavements, or a desire to improve it.</p>	35
	<p>Crossings Comments that there are very few crossings in the area.</p>	11
	<p>Footpaths Comments that paths within green spaces need smoothing or a hard surface to improve accessibility.</p>	2
Public spaces	<p>Trees and planting Comments that there should be more planting of trees and flowers to make public spaces more inviting, encourage wildlife and improved air quality.</p>	4
	<p>Places to sit Comments that here should be more places to sit within the shopping area to make it more inviting.</p>	2
Road	<p>Restrictions Comments that access to Entry Hill should be for residents only and restrict through traffic, to lower congestions, improve pedestrian safety and reduced damage to resident property.</p>	27
	<p>Traffic calming measures Comments that traffic calming measures should be considered, with particular focus on Entry Hill itself, suggestions include speed cameras and bumps.</p>	16
	<p>One-way Comments that roads could be made one-way to help reduce congestion and HGV traffic. Suggested roads include Hatfield Road and Hawthorn Grove.</p>	8
	<p>Markings Comments that there needs to be new road markings considered, including double yellow lines.</p>	5
	<p>Signage Comments that roads signs need installing or repairing to help reducing speeding.</p>	4

The Scheme	Concerns	43
	Comments expressing concern that traffic discouraged from using a particular area will negatively impact another area, with the majority of comments requesting that Entry Hill not restrict through traffic.	
Traffic	Issues	103
	Comments that the area experiences traffic related issues in the area, with the most referenced issues being through traffic and speeding. Many comments also state that these traffic issues are also responsible for causing damage residents parked cars.	
	New development	28
	Comments that the future bike park development will negatively impact the area by increasing traffic.	
	Pollution	10
	Comments stating that the traffic issue within the area is increasing pollution.	
Transport	Electric vehicles	6
	Comment that EV charging points should be installed.	
	Public transport infrastructure	5
	Comments that public transport infrastructure should been installed or improved, including new bus gates and for the Park and Ride to be more accessible.	

5.10.13 The overarching sentiment across Area 9 is shown in Figure 53. Of those respondents that provided additional comments by answering question 6, 33% were against Liveable Neighbourhood solutions being implemented. 27% were neutral, by either identifying problems or a desire to improve certain aspects of the area but without making any specific suggestions for solutions. 40% were supportive to see change reflective of a Liveable Neighbourhoods concept.

Figure 53 Summary of sentiments of Area 9 responses (281)



5.11 Area 10 - Weston, Bath: Southlands

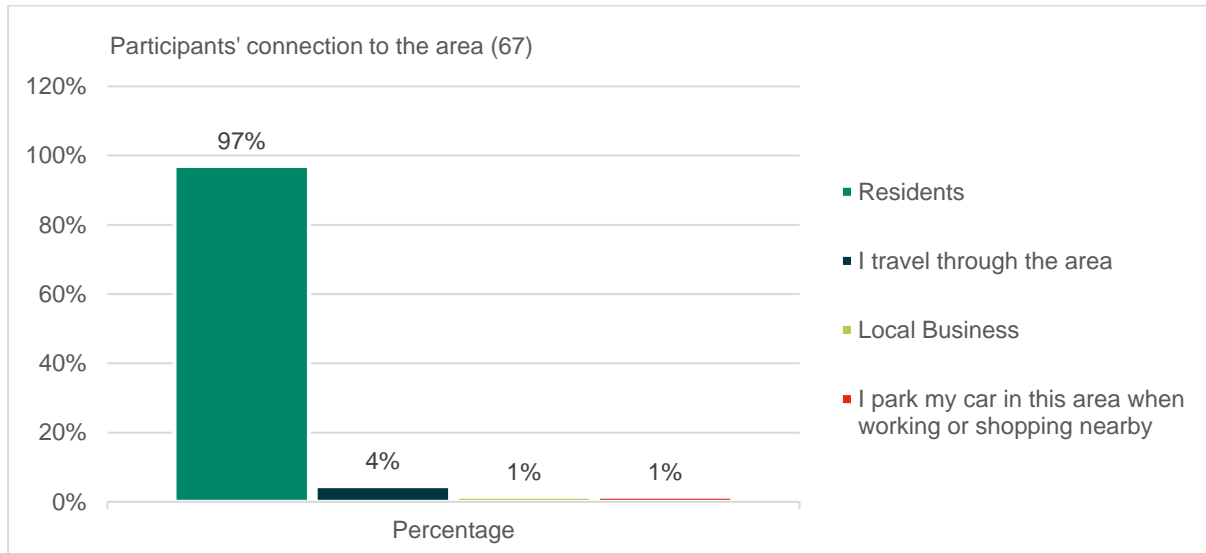
5.11.1 Out of the 1,625 responses submitted via the online or paper survey, 67 commented on Area 10 and completed questions 1 to 5.

5.11.2 Questions 1 to 5 were multiple-choice, with an option to select 'Other' should a respondent want to put forward an answer that was not listed. These questions were required to be completed and respondents were invited to select as many of the answers as applied to them.

Question 1: What is your connection to the area?

5.11.3 The response form asked those submitting comments to indicate what their connection is to the area. Responses were as follows: 65 said that they are residents, three travel through the area, one runs a local business, and one parks their car in this area when working or shopping nearby. A breakdown of the responses is provided in Figure 54.

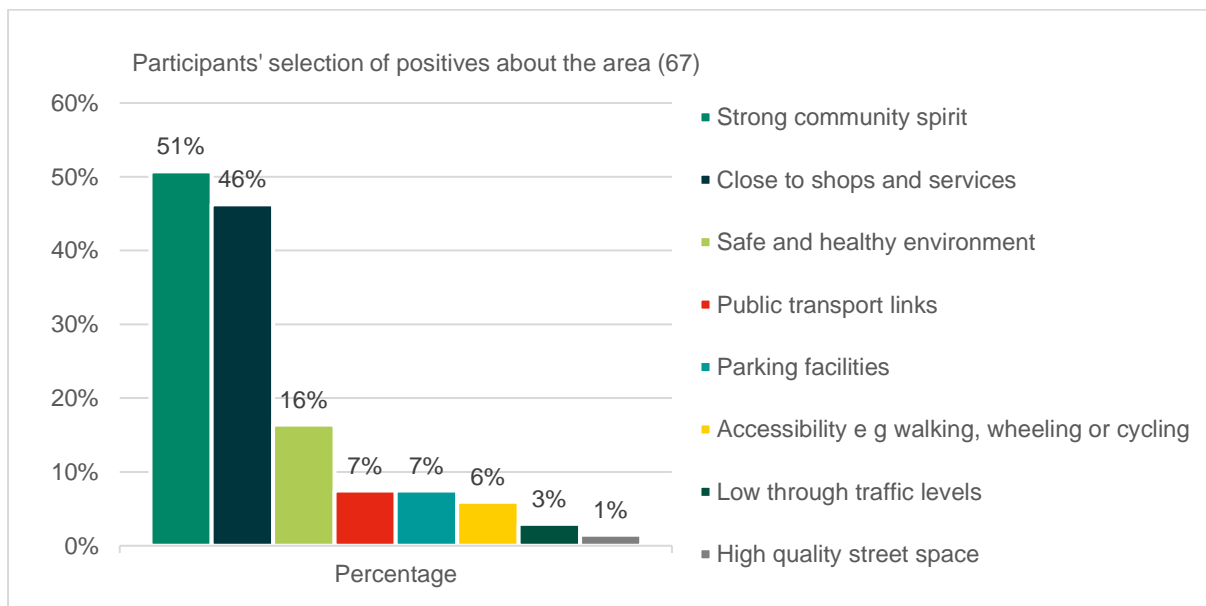
Figure 54 Summary of Area 10 participants' connection to the area (multiple-choice question)



Question 2: What would you say is good about the area currently?

5.11.4 The response form asked those submitting comments to indicate what they feel is good about the area. Responses were as follows: 34 said a strong community spirit, 31 close to shops and services, 11 said a safe healthy environment, and five good public transport links. Five said good parking facilities, four good accessibility, such as walking, wheeling, or cycling, two low levels of through traffic, and one said high quality street place. A breakdown of the responses is provided in Figure 55.

Figure 55 Summary of Area 10 positives about the area (multiple-choice question)

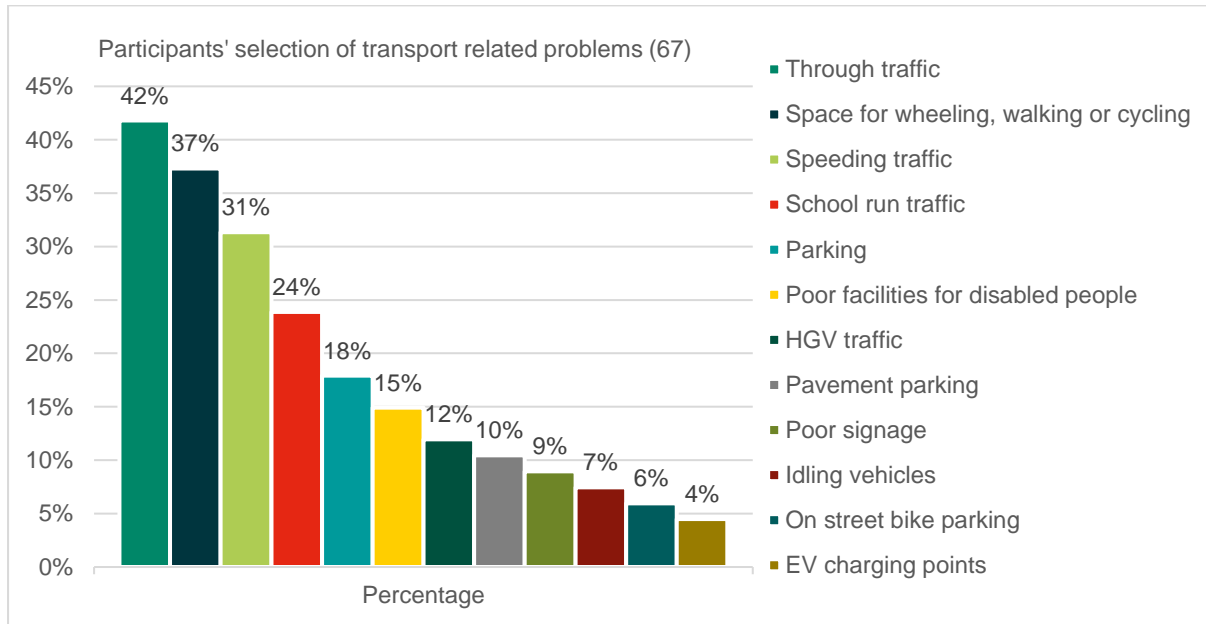


5.11.5 Respondents also identified the availability of green space and equestrian access as positives of the area.

Question 3: What do you think are the transport related problems and wider issues in this area?

5.11.6 The response form asked those submitting comments to state what they believe are the transport related problems in the area. Responses were as follows: 28 said through traffic, 25 space for wheeling, walking, or cycling, 21 speeding traffic, 21 speeding traffic, and 16 school run traffic. 12 said parking is a problem, 10 poor facilities for disabled people, eight HGV traffic, and seven pavement parking. Six said poor signage, five idling vehicles, four a lack of on street bike parking, and a three lack of EV charging points. A breakdown of the responses is provided in Figure 56.

Figure 56 Summary of Area 10 transport related problems (multiple-choice question)

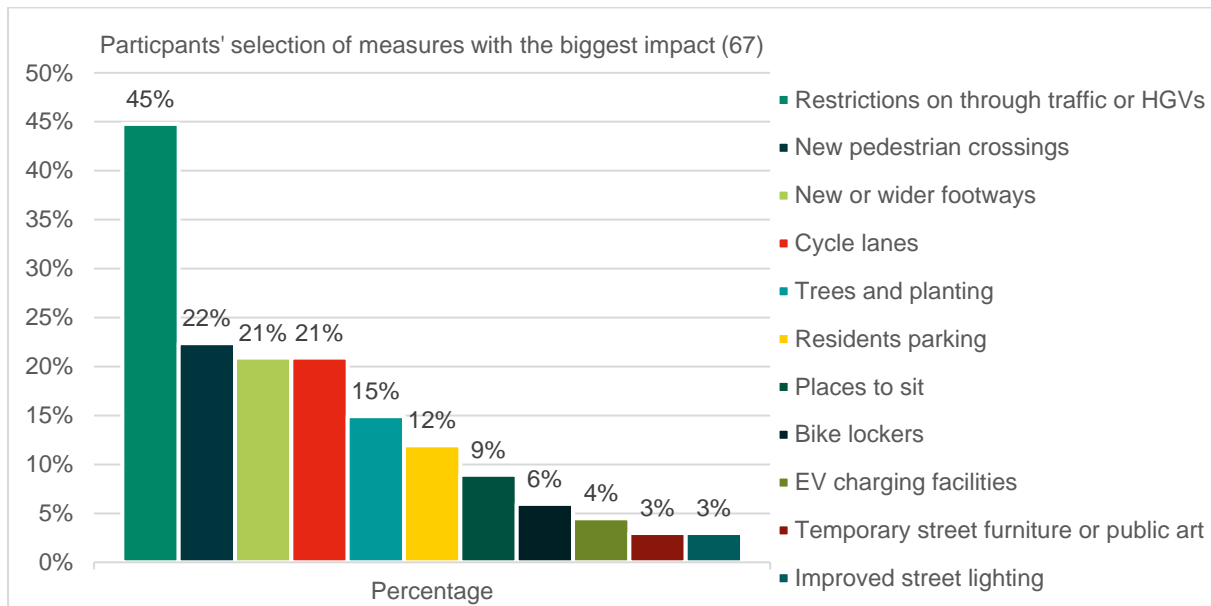


5.11.7 Other problems associated with the area include a lack of safety, poor road layouts, and a lack of parking restrictions.

Question 4: Which measures would have the most positive impact on you?

5.11.8 The response form asked those submitting comments to identify which measures they would have the most impact on them. Responses were as follows: 30 said a restriction on through traffic or HGVs, 15 new pedestrian crossings, 14 new or wider footways, and 14 new or improved cycle lanes. 10 said trees and planting, eight better or more residents parking, six places to sit, and four installation of bike lockers. Three said EV charging facilities, two temporary street furniture or public art, and two improved street lighting. A breakdown of the responses is provided in Figure 57.

Figure 57 Summary of Area 10 participants' selection of measures with greatest positive impact (multiple-choice question)

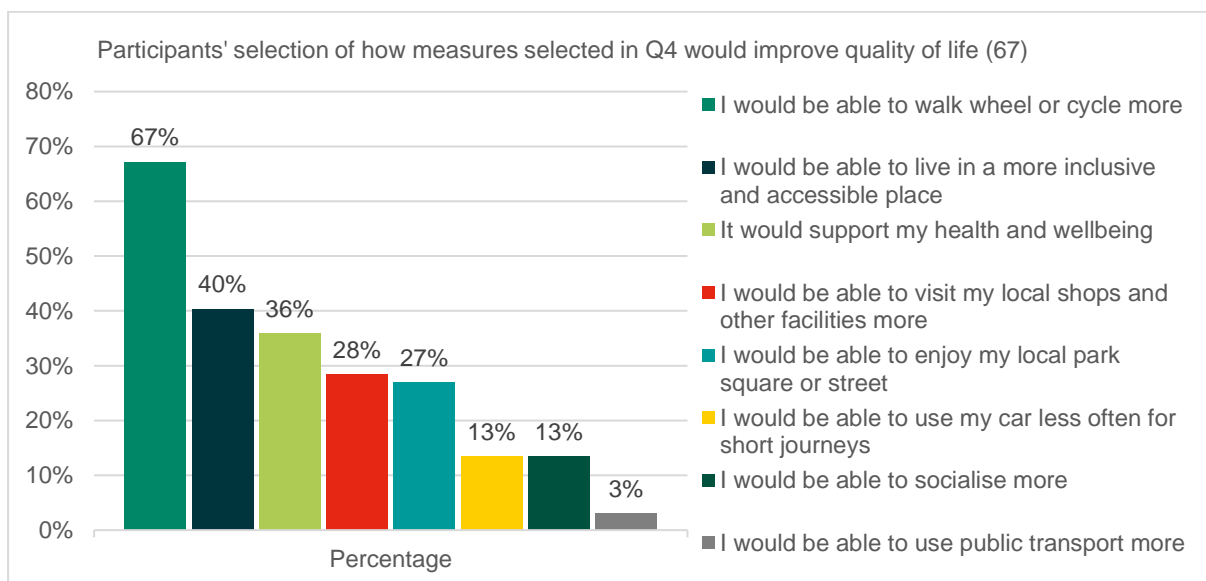


5.11.9 Other measures identified by respondents includes improved safety measures, better mobility access, as well as improved signage.

Question 5: How would the measures you identified in question 4 affect your quality of life?

5.11.10 The response form asked those submitting comments to share how the measure they identified in question 4 would affect their quality of life. Responses were as follows: 45 said it would allow them to walk, wheel or cycle more, 27 said it would mean they live in a more inclusive and accessible place, 24 said it would support their health and wellbeing, and 19 would use their local shops and other facilities more. 18 said they would enjoy their local park, square or street area more, nine would use their car less often for short journeys, nine would socialise more, and two said it would allow them to use public transport more. A breakdown of the responses is provided in Figure 58.

Figure 58 Summary of Area 10 participants' selection of impacts that would improve quality of life (multiple-choice question)



5.11.11 Other impacts of the previously defined measures include better quality of life and improved access to safer roads.

Question 6: Any other comments?

5.11.12 The response form asked those submitting comments if they would like to add any other comments. A total of 68 respondents provided additional comments. Analysis of this question also includes free-form email and letter responses.

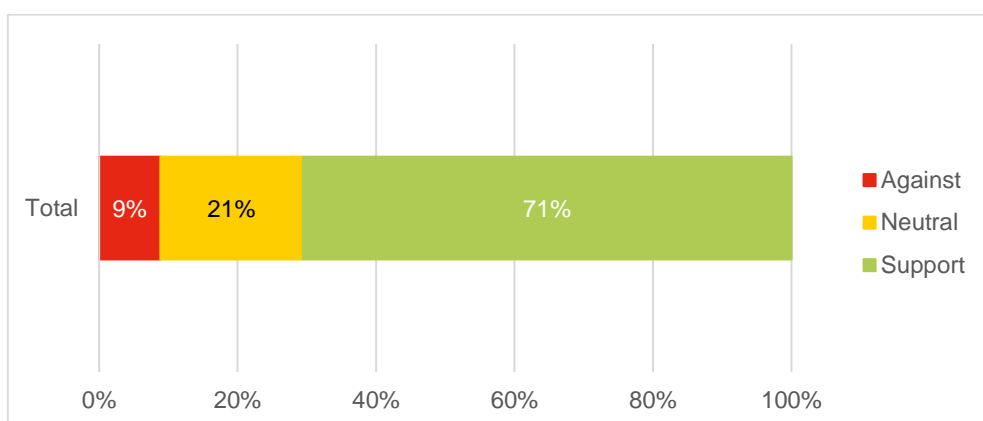
Table 13 Summary of Area 10 responses to Q6 'Any other comments?'

Theme	Summary of responses to 'Any other comments?'	Number of comments
Biodiversity	Comments to invest and improve biodiversity.	3
Cycling	Lanes Comments welcoming new cycle lanes in the area.	5
	Safety Comments that cyclist safety is often at risk because of speeding traffic, with particular reference to the Anchor Road and Anchor Road junction.	4
Horse riders	Comments that access to safe riding paths/bridlepaths be considered.	2
Parking	Commuters and visitors Comments that parking is often problematic for residents due to the high numbers of commuters and hospital users. Two comments also suggested implementing a Residents Parking Zone scheme.	5
	Pavement parking Comments that pavement parking is an issue.	3
	School traffic One comment stating the parking for school pick up can cause queues. Comments that the 'Park and Walk' area is often quiet or has caused more traffic to drive through the area to access them.	3
Pedestrian	Pavements Comments that pavements are too narrow or simply stop. Several comments suggested installing a new or lowering dropped kerb to improve accessibility and two comments that they are often blocked by parked cars.	11
	Safety Comments that pedestrian safety is an issue, often in relation to lack of crossings and speeding traffic, or a desire to improve it.	9
	Crossings Comments that the crossing on Anchor road should be improved and comments identifying locations for new crossing to be installed.	9
	Pedestrian access Comments to improve pedestrian and disabled access to the high street, with three of the comments specifically requesting the high street to be closed to through traffic and fully pedestrianised.	5
	Footpaths Comments to build new or improve existing footpaths damaged by cars or excessive rainfall and use.	3
Public spaces	Seating Comments requesting more places to sit and enjoy, either parklets, café areas or in more natural settings.	3

Road	Traffic calming measures Comments that traffic calming measures should be consider, with a particular emphasis on St John's Road. Suggestions include speed speedbumps and model filters.	5
	Junctions Comments that the slay at Anchor junction needs to be tightened.	2
The Scheme	Clean Air Zones (CAZ) Comments that the introduction of the CAZ has displaced traffic to the area.	5
Traffic	Issues Comments that the area experiences traffic related issues in the area, with the most commonly referenced issues being speeding and HGVs.	19

5.11.13 The overarching sentiment across Area 10 is shown in Figure 59. Of those respondents that provided additional comments by answering question 6, 9% were against Liveable Neighbourhood solutions being implemented. 21% were neutral, by either identifying problems or a desire to improve certain aspects of the area but without making any specific suggestions for solutions. 71% were supportive to see change reflective of a Liveable Neighbourhoods concept.

Figure 59 Summary of sentiments of Area 10 responses (68)



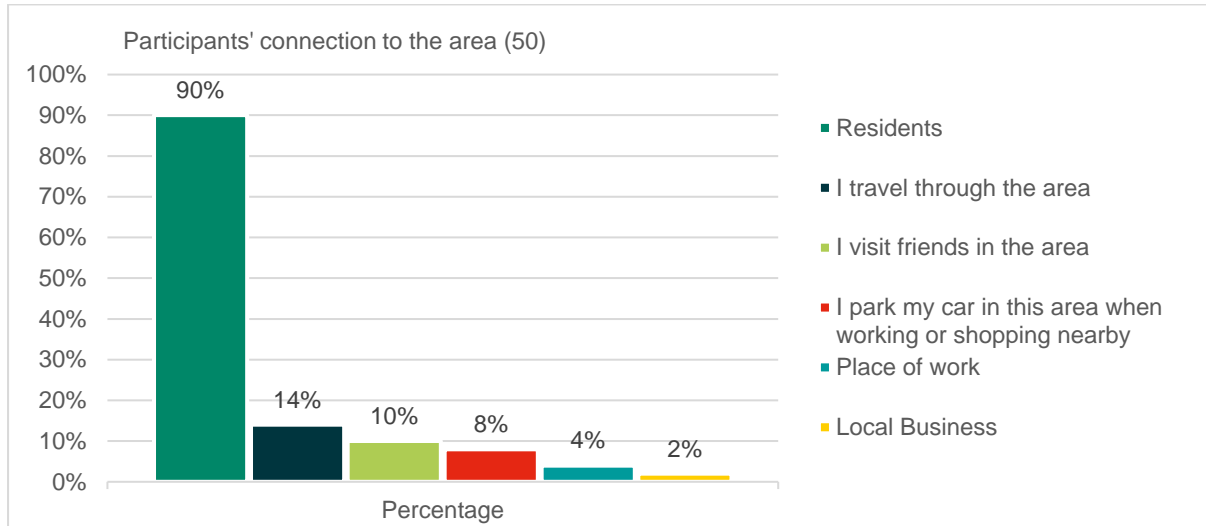
5.12 Area 11 - Batheaston, Bathavon North: Morris Lane and Bannerdown

- 5.12.1 Out of the 1,625 responses submitted via the online or paper survey, 50 commented on Area 11 and completed questions 1 to 5.
- 5.12.2 Questions 1 to 5 were multiple-choice, with an option to select 'Other' should a respondent want to put forward an answer that was not listed. These questions were required to be completed and respondents were invited to select as many of the answers as applied to them.

Question 1: What is your connection to the area?

5.12.3 The response form asked those submitting comments to indicate what their connection is to the area. Responses were as follows: 45 said that they are residents, 7 travel through the area, and five visit friends in the area. Four said they park their car in this area when working or shopping nearby, two said it is their place of work, and one runs a local business. A breakdown of the responses is provided in Figure 60.

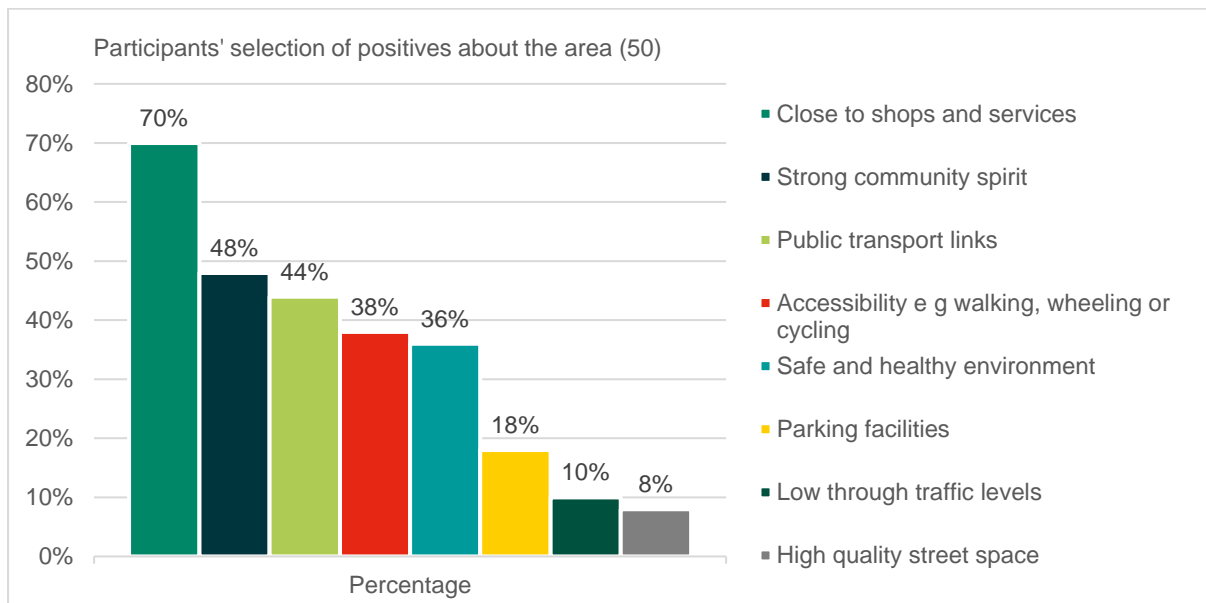
Figure 60 Summary of Area 11 participants' connection to the area (multiple-choice question)



Question 2: What would you say is good about the area currently?

5.12.4 The response form asked those submitting comments to indicate what they feel is good about the area. Responses were as follows: 35 said close to shops and services, 24 said a strong community spirit, 22 good public transport links, and 19 good accessibility such as, walking, wheeling, or cycling. 18 said a safe and healthy environment, nine said high quality street place, five good parking facilities, and four said low levels of through traffic. A breakdown of the responses is provided in Figure 61.

Figure 61 Summary of Area 11 positives about the area (multiple-choice question)

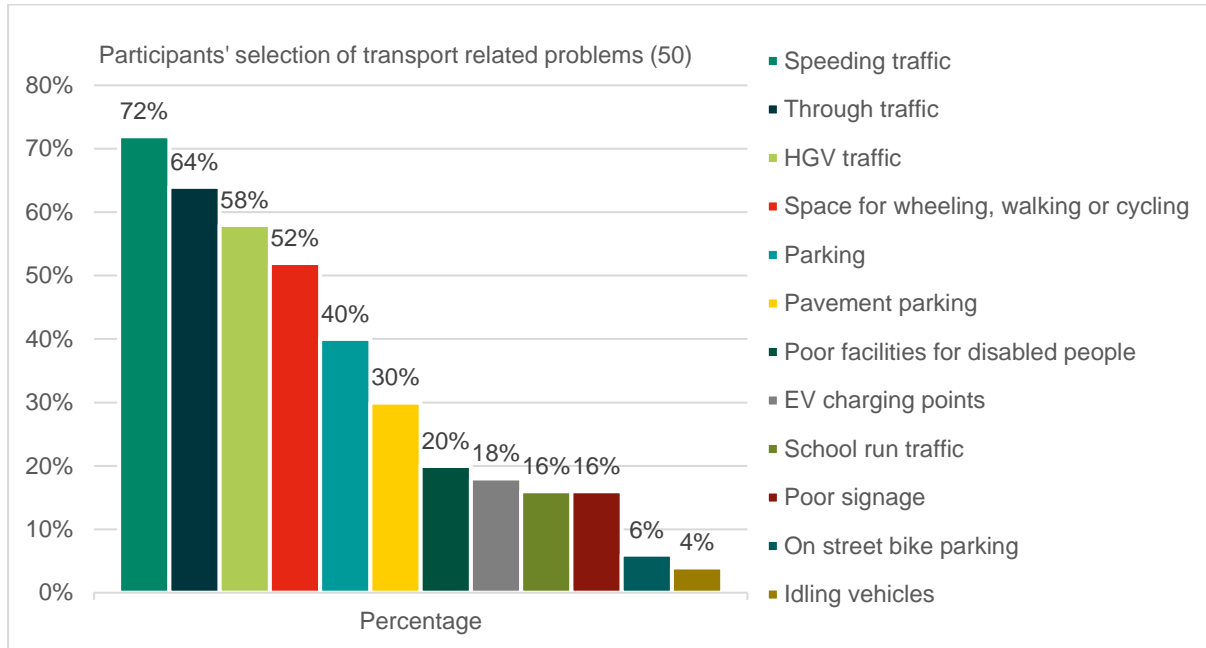


5.12.5 Another positive of the area is its access to countryside and green spaces.

Question 3: What do you think are the transport related problems and wider issues in this area?

5.12.6 The response form asked those submitting comments to state what they believe are the transport related problems in the area. Responses were as follows: 36 said speeding traffic, 32 through traffic, 29 HGV traffic, and 26 space for wheeling, walking, or cycling. 20 said parking, 15 pavement parking, 10 poor facilities for disabled people, and nine a lack of EV charging points. Eight said school run traffic, eight poor signage, three a lack of on street bike parking, and two idling vehicles. A breakdown of the responses is provided in Figure 62.

Figure 62 Summary of Area 11 transport related problems (multiple-choice question)

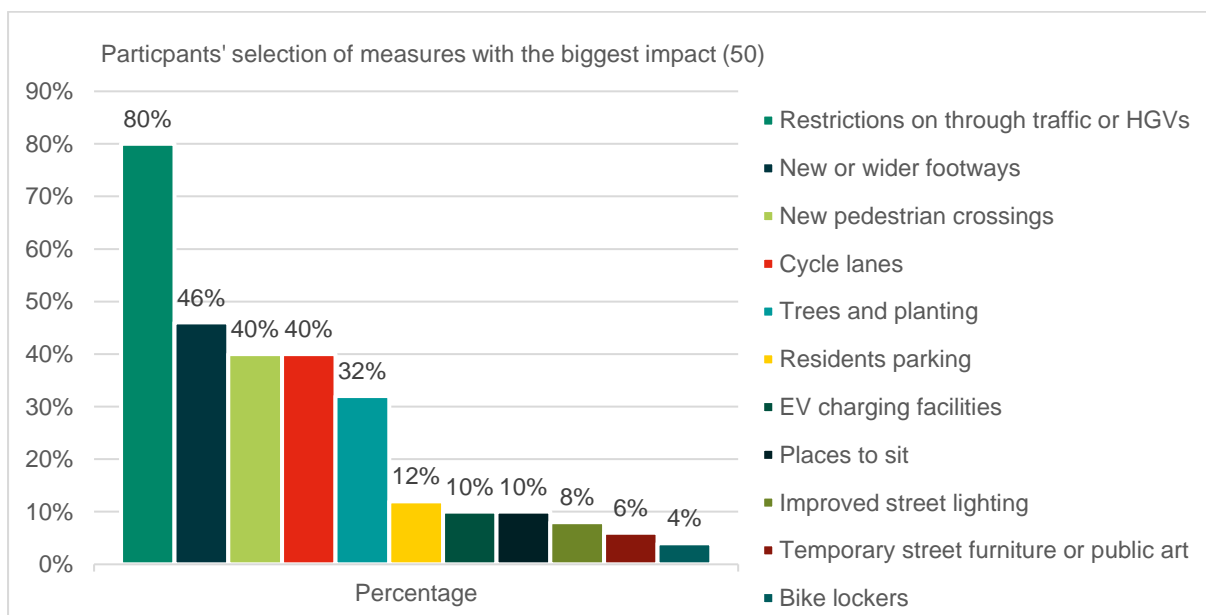


5.12.7 Other problems identified within the area include poor public transport infrastructure and better disabled access provisions.

Question 4: Which measures would have the most positive impact on you?

5.12.8 The response form asked those submitting comments to identify which measures they would have the most impact on them. Responses were as follows: 40 said a restriction on through traffic or HGVs, 23 new or wider footways, 20 new pedestrian crossings, and 20 new or improved cycle lanes. 16 said trees and planting, six better or more residents parking, five EV charging facilities, and five places to sit. Four said improved street lighting, three temporary street furniture or public art, and two installation of bike lockers. A breakdown of the responses is provided in Figure 63.

Figure 63 Summary of Area 11 participants' selection of measures with greatest positive impact (multiple-choice question)

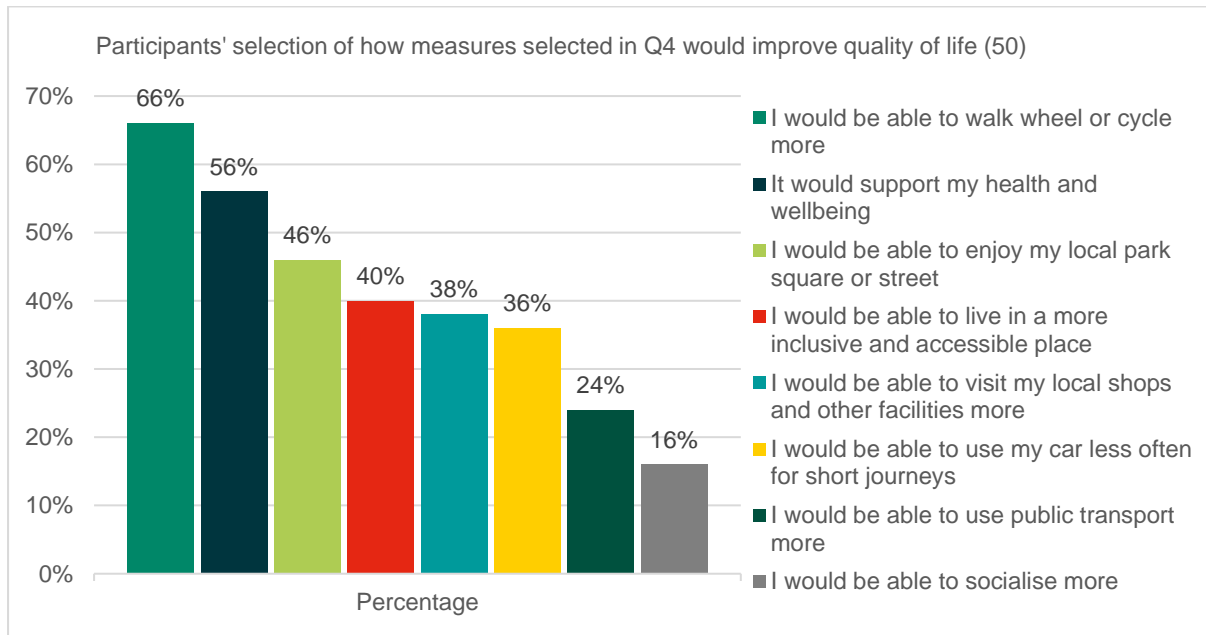


5.12.9 Other measures identified include a reduction in noise pollution, better public transport infrastructure and better disabled access provisions.

Question 5: How would the measures you identified in question 4 affect your quality of life?

5.12.10 The response form asked those submitting comments to share how the measure they identified in question 4 would affect their quality of life. Responses were as follows: 33 said it would allow them to walk, wheel or cycle more, 28 said it would support their health and wellbeing, 23 would enjoy their local park, square or street area more, and 20 said it would mean they live in a more inclusive and accessible place. 19 said they would use their local shops and other facilities more, 18 would use their car less often for short journeys, 12 said it would allow them to use public transport more, and eight would socialise more. A breakdown of the responses is provided in Figure 64.

Figure 64 Summary of Area 11 participants' selection of impacts that would improve quality of life (multiple-choice question)



5.12.11 Other impacts of the previously described measures include increased feeling of safety, better emergency service access, less noise pollution, and better parking facilities.

Question 6: Any other comments?

5.12.12 The response form asked those submitting comments if they would like to add any other comments. A total of 42 respondents provided additional comments. Analysis of this question also includes free-form email and letter responses.

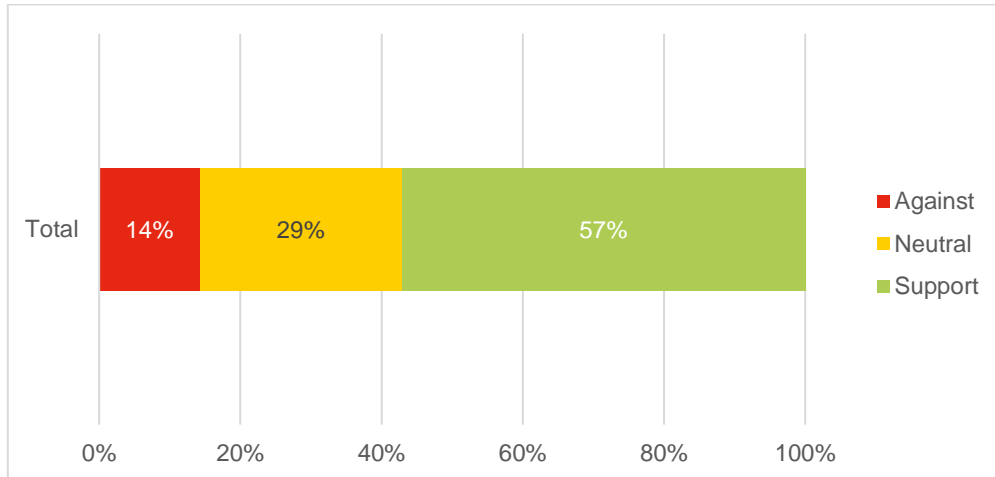
Table 14 Summary of Area 11 responses to Q6 'Any other comments?'

Theme	Summary of responses to 'Any other comments?'	Number of comments
Cycling	<p>Lanes and routes</p> <p>Comments that new cycle lanes/routes are needed, including on roads in close proximity of Area 11, such as London Road and Batheaston bypass. However, one comment also asked for consideration to be made to residents' ability to park when identifying new cycle routes.</p>	10
	<p>Safety</p> <p>Comments that demonstrate a desire to improve cyclist safety. Comments that cyclist safety is often at risk because of speeding traffic.</p>	9

	Infrastructure Comments suggesting new bike stands at the riverside car park and local play area.	2
Engagement	Criticism A comment that engagement was biased and a comment that more design suggestions should have been made available to the public to view.	2
Parking	Pavement parking Comments that pavement parking is an issue, causing access issues for wheelchair users and people with pushchairs	5
	Commuters and visitors Comments that parking is often problematic for residents due to the high numbers of commuters parking in the area and then taking the bus. Suggestions include an official Park & Ride and more parking.	4
Pedestrian	Safety Comments that pedestrian safety is at risk, often in relation to HGV traffic or inadequate pavements and footpaths.	10
	Pavements Comments that pavements are too narrow and need to be widened, improving accessibility.	8
	Crossings Comments that roads are difficult to cross and new crossings should be installed, areas include Coalpit Lane.	6
Public spaces	Improvements Comments that more place to sit would be welcome and general maintenance of public spaces, such as street cleaning.	4
Road	Traffic calming measures Comments that traffic calming measures should be considered. Suggestions include planters.	7
	Signage Comments that roads signs are needed to get vehicles to give way.	4
The Scheme	Concerns Comments expressing concern that if Morris Lane were to be closed off it would have a negative impact by displacing traffic and increasing pollution.	5
Traffic	Issues Comments that the area experiences traffic related issues in the area, with the most commonly referenced issues being speeding and HGVs.	35
	Pollution Comments stating that air and noise pollution in the area is having a negative effect on people's physical health.	3
Transport	Public transport services Comments that bus services need to be more reliable and affordable.	5

5.12.13 The overarching sentiment across Area 11 is shown in Figure 65. Of those respondents that provided additional comments by answering question 6, 14% were against Liveable Neighbourhood solutions being implemented. 29% were neutral, by either identifying problems or a desire to improve certain aspects of the area but without making any specific suggestions for solutions. 57% were supportive to see change reflective of a Liveable Neighbourhoods concept.

Figure 65 Summary of sentiments of Area 11 responses (42)



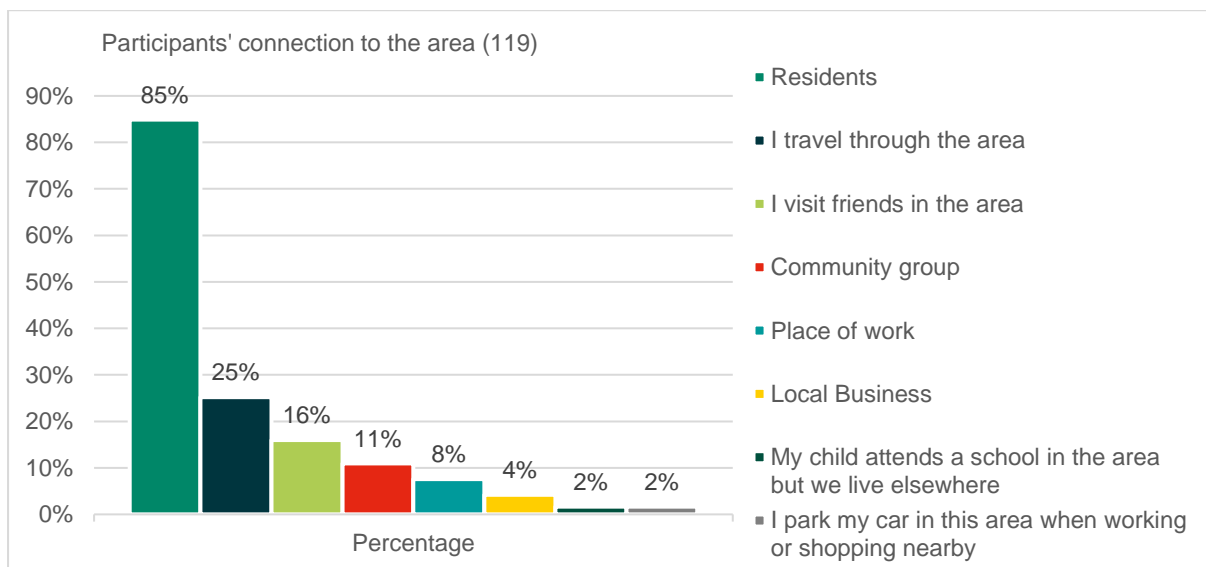
5.13 Area 12 - Bathwick, Bath (II): (New) Sydney Place and Sydney Road

- 5.13.1 Out of the 1,625 responses submitted via the online or paper survey, 119 commented on Area 12 and completed questions 1 to 5.
- 5.13.2 Questions 1 to 5 were multiple-choice, with an option to select 'Other' should a respondent want to put forward an answer that was not listed. These questions were required to be completed and respondents were invited to select as many of the answers as applied to them.

Question 1: What is your connection to the area?

- 5.13.3 The response form asked those submitting comments to indicate what their connection is to the area. Responses were as follows: 101 said that they are residents, 30 travel through the area, 19 visit friends in the area, and 13 are part of a community group. Nine said it is their place of work, five run a local business, two said their child/children attend a school in the area, but they live somewhere else, and two park their car in this area when working or shopping nearby. A breakdown of the responses is provided in Figure 66.

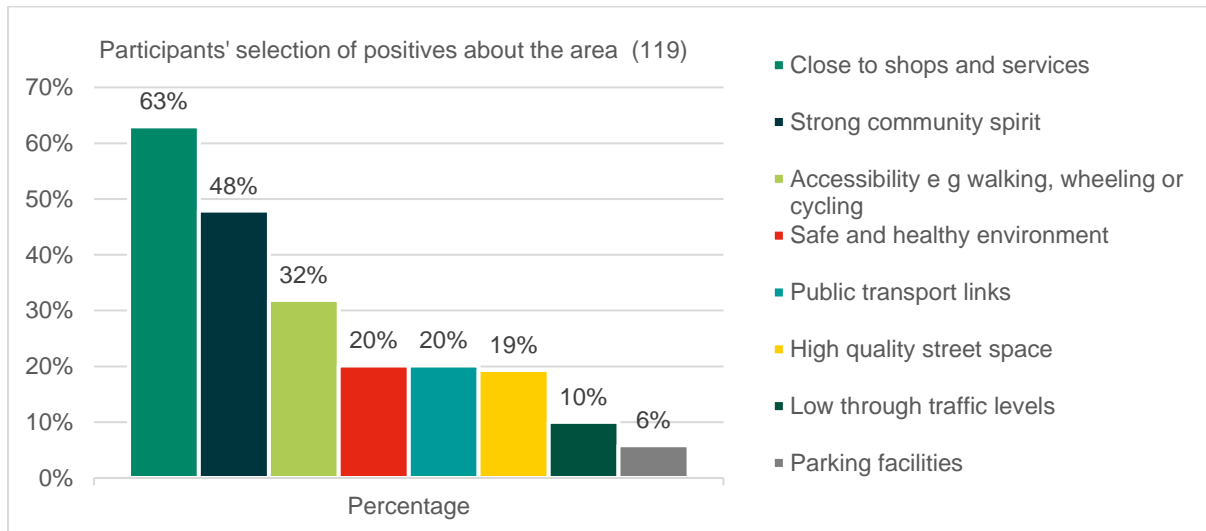
Figure 66 Summary of Area 12 participants' connection to the area (multiple-choice question)



Question 2: What would you say is good about the area currently?

5.13.4 The response form asked those submitting comments to indicate what they feel is good about the area. Responses were as follows: 75 said close to shops and services, 57 a strong community spirit, 38 good accessibility, such as walking, wheeling, or cycling, and 24 a safe and healthy environment. 24 said good public transport links, 23 high quality street place, 12 low levels of through traffic, and seven said good parking facilities. A breakdown of the responses is provided in Figure 67.

Figure 67 Summary of Area 12 positives about the area (multiple-choice question)

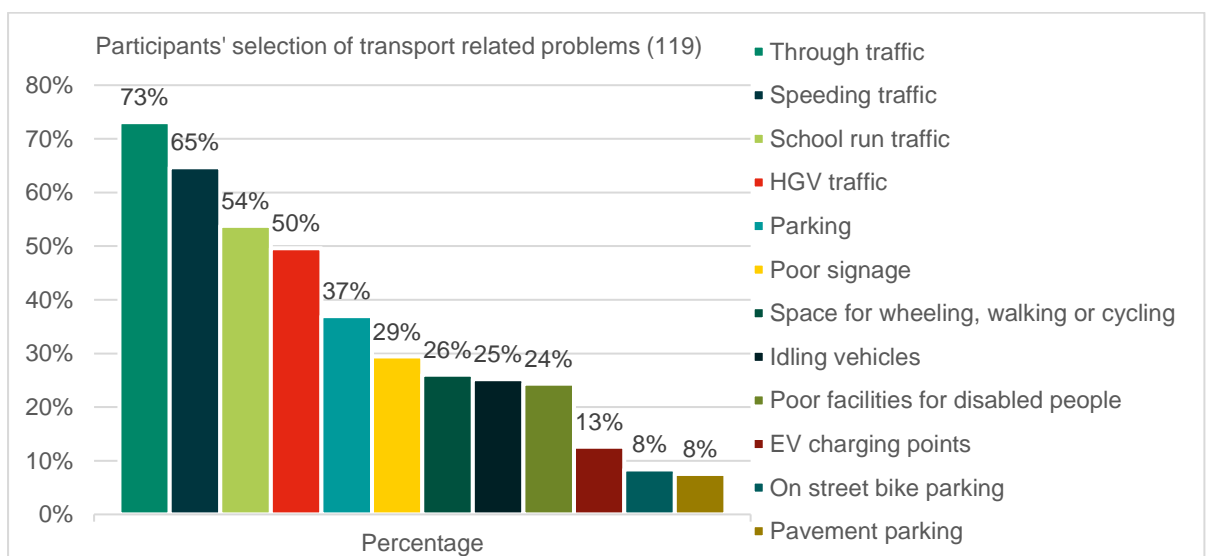


5.13.5 Other positives of the area mentioned include the location and the quality of life achieved by living there.

Question 3: What do you think are the transport related problems and wider issues in this area?

5.13.6 The response form asked those submitting comments to state what they believe are the transport related problems in the area. Responses were as follows: 87 said through traffic, 77 speeding traffic, 64 school run traffic, and 59 HGV traffic. 44 said parking, 35 poor signage, 31 space for wheeling, walking, or cycling, and 30 idling vehicles. 29 said poor facilities for disabled people, 15 a lack of EV charging points, 10 a lack of on street bike parking, and nine pavement parking. A breakdown of the responses is provided in Figure 68.

Figure 68 Summary of Area 12 transport related problems (multiple-choice question)

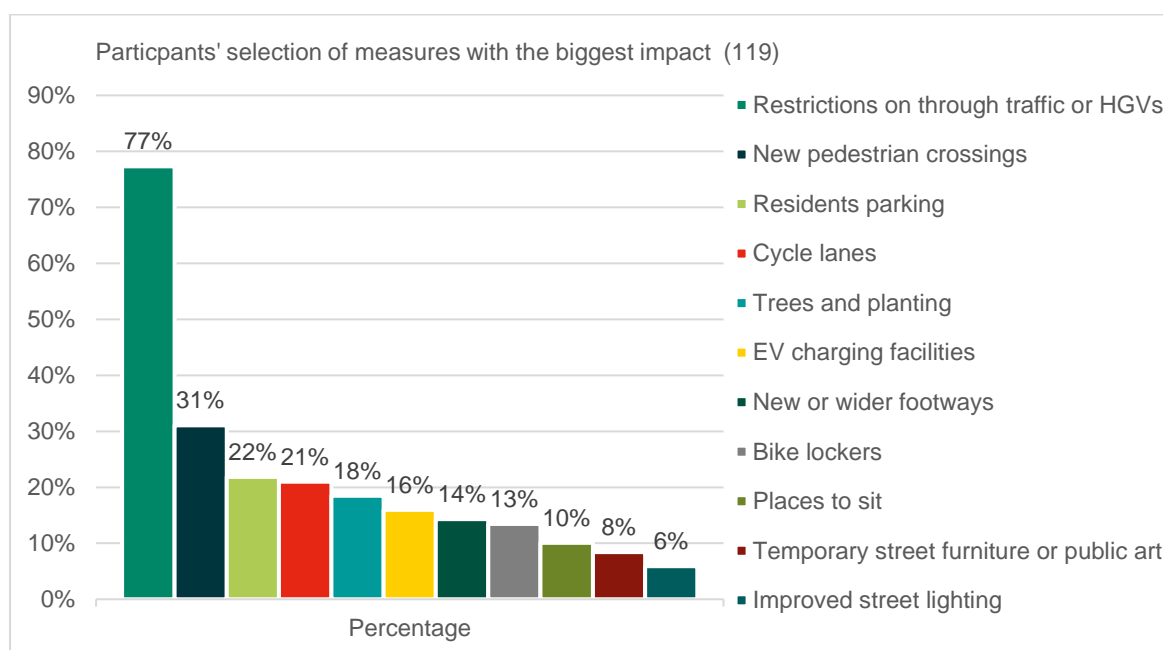


5.13.7 Other problems associated with the area include poor road/pavement conditions and layouts such as junctions, poor public transport infrastructure and a lack of pedestrian crossings.

Question 4: Which measures would have the most positive impact on you?

5.13.8 The response form asked those submitting comments to identify which measures they would have the most impact on them. Responses were as follows: 92 said a restriction on through traffic or HGVs, 37 new pedestrian crossings, 26 better or more residents parking, and 25 new or improved cycle lanes. 22 said trees and planting, 19 EV charging facilities, 17 new or wider footways, and 16 installation of bike lockers. 12 said places to sit, 10 temporary street furniture or public art, and seven improved street lighting. A breakdown of the responses is provided in Figure 69.

Figure 69 Summary of Area 12 participants' selection of measures with greatest positive impact (multiple-choice question)

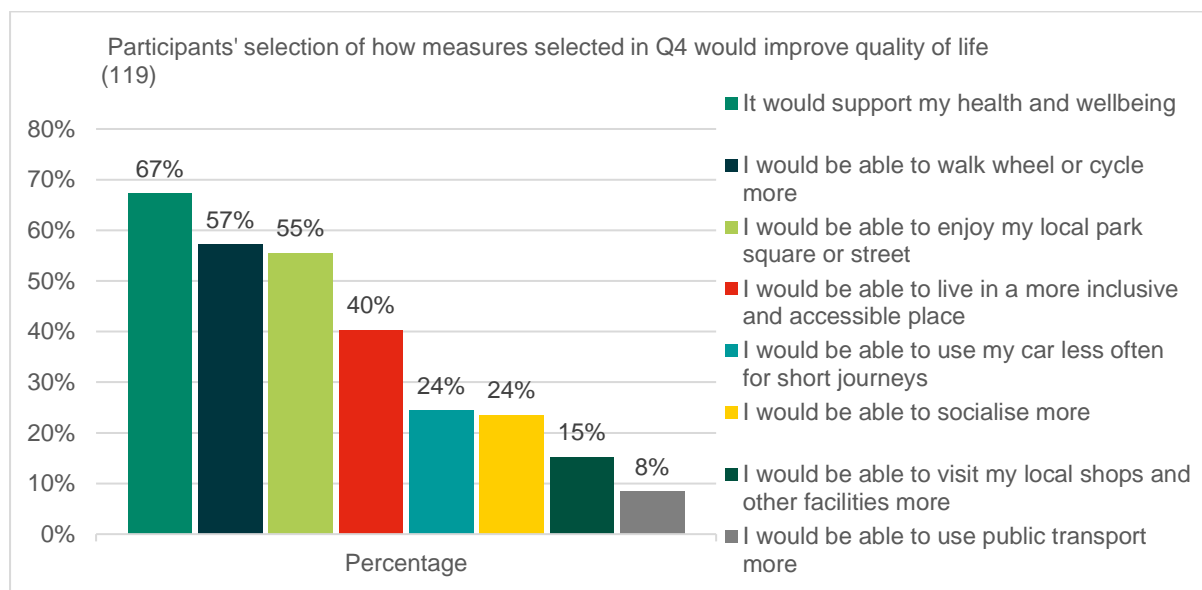


5.13.9 Other measures identified include improvements to street lighting, better road maintenance, and increased pedestrian crossings.

Question 5: How would the measures you identified in question 4 affect your quality of life?

5.13.10 The response form asked those submitting comments to share how the measure they identified in question 4 would affect their quality of life. Responses were as follows: 80 said it would support their health and wellbeing, 68 said it would allow them to walk, wheel or cycle more, 66 would enjoy their local park, square or street area more, and said 48 it would mean they live in a more inclusive and accessible place. 29 said they would use their car less often for short journeys, 28 would socialise more, 18 would use their local shops and other facilities more, and 10 said it would allow them to use public transport more. A breakdown of the responses is provided in Figure 70.

Figure 70 Summary of Area 12 participants' selection of impacts that would improve quality of life (multiple-choice question)



5.13.11 Other impacts of the previously described measures include a better quality of life, improved environment, and an improved feeling of safety.

Question 6: Any other comments?

5.13.12 The response form asked those submitting comments if they would like to add any other comments. A total of 89 respondents provided additional comments. Analysis of this question also includes free-form email and letter responses.

Table 15 Summary of Area 12 responses to Q6 'Any other comments?'

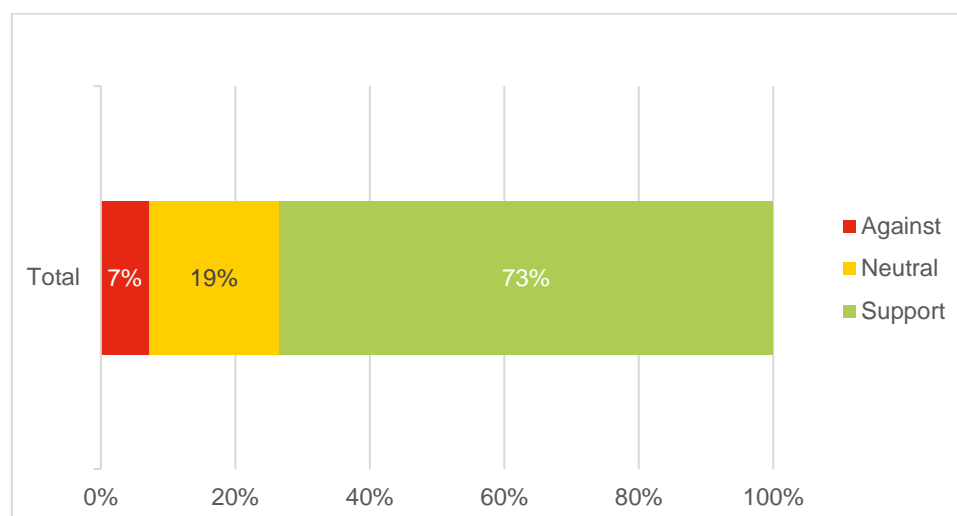
Theme	Summary of responses to 'Any other comments?'	Number of comments
Cycling	Safety Comments that cyclist safety is at risk, especially when cycling uphill, often in relation speeding vehicles. Some comments also reference feeling unsafe at junctions and when crossing roads.	10
	Lanes Comments that request new cycle lanes to make travelling by bike safer, suggested roads include Pulteney Road, Beckford Road and North Hill Road.	7
	Infrastructure Comments that cycling infrastructure improvements could be made to access the tow path under the canal bridge, linking it to the rest of route and installation of cycle storage or stands.	4
Engagement	Criticism Comments that the engagement materials did not contain enough detail or people did not learn about it as early as they would have liked to.	3
Health and environment	Impact Comments that the area becoming a Liveable Neighbourhood will have a positive impact on the environment, and people's health and wellbeing.	4

Heritage	Cultural heritage Comments that the area becoming a Liveable Neighbourhood will help restore its historic appeal.	2
Parking	Residents Parking Zones (RPZ) Comments that are supportive of RPZ schemes.	5
Pedestrian	Crossings Comments that roads and junctions are difficult to cross at, with several requests to improvement to current crossing or installation of new crossings.	21
	Safety Comments that pedestrian safety is at risk, lack of crossings, dangerous junctions and speeding, or a desire to improve it.	20
	Pavements Comments that pavements are too narrow and need to be widened, improving accessibility and that there are roads that need to be better connected.	6
	Accessibility Comments for better accessibility to the canal path.	3
Public spaces	Trees and planting Comments that streets could be enhanced through the planting of trees and flowers.	2
Road	Restrictions Comments that through traffic should be reduced.	13
	Junctions Comments that junctions within this area are unpleasant to use, predominantly from a pedestrian and cyclist perspective.	10
	Conditions Comments that road surfaces need repairing, and drains require unblocking.	6
	Signage Comments that roads signs around Sydney Road depicting the speed limit and maximum weight restricts need to be improved.	4
The Scheme	Concerns Comments expressing concern that traffic discouraged from using a particular area with the use of road restrictions will negatively impact another area. Any new measures should be carefully considered.	13
Traffic	Issues Comments that Sydney Place and Road experiences traffic related issues, with many drivers treating it as a main trunk road. Commonly referenced issues are rat-running, speeding and HGVs, with most respondents referencing at least two issues.	76
	School traffic Comments specifically highlighting congestion caused school traffic for King Edwards School, also affecting other roads, such as North Road.	13
	Pollution Comments stating that the traffic issue within the area is increasing air and noise pollution.	7

Transport	Electric vehicles Comments that EV charging points should be installed.	2
	Public transport services A comment that reliable bus and train services would help make public transport more desirable to use.	2

5.13.13 The overarching sentiment across Area 12 is shown in Figure 71. Of those respondents that provided additional comments by answering question 6, 7% were against Liveable Neighbourhood solutions being implemented. 19% were neutral, by either identifying problems or a desire to improve certain aspects of the area but without making any specific suggestions for solutions. 73% were supportive to see change reflective of a Liveable Neighbourhoods concept.

Figure 71 Summary of sentiments of Area 12 responses (98)



5.14 Area 13 - Moorlands, Bath: Edgerton Road and Cotswold Road

- 5.14.1 Out of the 1,625 responses submitted via the online or paper survey, 46 commented on Area 13 and completed questions 1 to 5.
- 5.14.2 Questions 1 to 5 were multiple-choice, with an option to select 'Other' should a respondent want to put forward an answer that was not listed. These questions were required to be completed and respondents were invited to select as many of the answers as applied to them.
- 5.14.3 Feedback is presented by response count with no graphs due to the low response base.

Question 1: What is your connection to the area?

5.14.4 The response form asked those submitting comments to indicate what their connection is to the area. Responses were as follows: 38 said that they are residents, three are part of a community group, and three said their child/children attend a school in the area, but they live somewhere else. Three said they travel through the area, one visits friends in the area, and one runs a local business.

Question 2: What would you say is good about the area currently?

5.14.5 The response form asked those submitting comments to indicate what they feel is good about the area. Responses were as follows: 29 said a strong community spirit, 28 close to shops and services, 19 good accessibility, such as walking, wheeling, or cycling, and 16 good public transport links. 13 said a safe and healthy environment, four low levels of through traffic, three good parking facilities, and two said high quality street place.

5.14.6 Other respondents also identified the quality of green spaces available as a positive of the area.

Question 3: What do you think are the transport related problems and wider issues in this area?

5.14.7 The response form asked those submitting comments to state what they believe are the transport related problems in the area. Responses were as follows: 33 said that speeding traffic, 31 through traffic, 24 school run traffic, and 20 parking. 20 said pavement parking, 13 idling vehicles, 12 HGV traffic, and 12 space for wheeling, walking, or cycling. Seven said poor signage, five poor facilities for disabled people, three a lack of EV charging points, and 1 a lack of on street bike parking.

5.14.8 Other problems of the area identified include poor road conditions, pollution associated with traffic, as well as a lack of street lighting.

Question 4: Which measures would have the most positive impact on you?

5.14.9 The response form asked those submitting comments to identify which measures they would have the most impact on them. Responses were as follows: 34 said a restriction on through traffic or HGVs, 20 new pedestrian crossings, 13 better or more residents parking, and eight improved street lighting. Eight said new or improved cycle lanes, eight trees and planting, and five new or wider footways. Four EV charging facilities, four temporary street furniture or public art, and four places to sit.

5.14.10 Other measures identified include improvements to public transport and increased parking restrictions.

Question 5: How would the measures you identified in question 4 affect your quality of life?

5.14.11 The response form asked those submitting comments to share how the measure they identified in question 4 would affect their quality of life. Responses were as follows: 26 said it would support their health and wellbeing, 23 would enjoy their local park, square or street area more, 20 said it would allow them to walk, wheel or cycle more, and 19 said it would mean they live in a more inclusive and accessible place. Seven said they would use their local shops and other facilities more, four would use their car less often for short journeys, three said it would allow them to use public transport more, and three would socialise more.

5.14.12 Other impacts of the previously identified measures include an improved sense of safety, improved parking, and the ability to use sustainable transport.

Question 6: Any other comments?

5.14.13 The response form asked those submitting comments if they would like to add any other comments. A total of 13 respondents provided additional comments. Analysis of this question also includes free-form email and letter responses.

Table 16 Summary of Area 13 responses to Q6 'Any other comments?'

Theme	Summary of responses to 'Any other comments?'	Number of comments
Cycling	<p>Lanes</p> <p>Comments that a new cycle lane connection to the local school would be welcomed.</p> <p>A comment that pedestrian only paths could be widened to include a lane for cyclists.</p>	3
	<p>Safety</p> <p>A comment that cyclists can go too quickly in shared space.</p>	1

Parking	Pavement parking Comments that pavement parking is an issue and makes walking difficult, especially with children. Dropped kerbs being blocked restricts access for wheelchair users.	6
	Residents Parking Zones (RPZ) Comments that an RPZ implemented in one area has/will have a negative impact on nearby areas without RPZ restrictions.	3
	Enforcement A comment that a no parking zone outside of the local school should be enforced.	1
	Lack of A comment that a lack of parking is an issue	1
Pedestrian	Safety Comments that speeding vehicles is a concern for pedestrian safety. Comments that rat-running and vehicles mounting pavements is also a safety issue.	9
	Crossings Comments that new crossings would improvement pedestrian safety, with particular reference to one located outside the local school.	9
	Cyclists Comments that cyclists are using pedestrian only routes or misusing shared spaces	3
	Pavements A comment that there are areas of pavement that are bumpy.	1
Public spaces	Street furniture A comment that street furniture could be used to limit motorcycle access	1
Road	Conditions Comments that road surfaces need repairing, and one comment that school road marking need repainting.	4
	Traffic calming Comments that traffic calming measures should be considered, no specific measures were suggested.	3
	Dropped kerbs A comment that people with pushchairs and wheelchairs would benefit from dropped kerbs to help access the back of residential houses.	1
	Lighting A comment that lighting in local parks would help people walking and cycling at night-time	1
	Restrictions A comment for a restriction on HGV access to be implemented.	1
	Signs A comment for an illuminated speed limit sign to be installed	1

Traffic	Issues Comments that speeding vehicles, rat-running and school traffic are the most common traffic related issues in the area. Two comments that HGVs and vehicles mounting the pavement are also a concern and one comment each that idling, volume and congestions are concerns.	13
	Pollution Comments that there is air and noise pollution.	2
Transport	Public transport A comment that public transport and car sharing schemes should be made easier to access.	1

5.14.14 Of those respondents that provided additional comments by answering question 6, Two were against Liveable Neighbourhood solutions being implemented. 11 were neutral, by either identifying problems or a desire to improve certain aspects of the area but without making any specific suggestions for solutions. 22 were supportive to see change reflective of a Liveable Neighbourhoods concept.

5.15 Area 14 - Mendip: Temple Cloud

- 5.15.1 Out of the 1,625 responses submitted via the online or paper survey, 15 commented on Area 14 and completed questions 1 to 5.
- 5.15.2 Questions 1 to 5 were multiple-choice, with an option to select 'Other' should a respondent want to put forward an answer that was not listed. These questions were required to be completed and respondents were invited to select as many of the answers as applied to them.
- 5.15.3 Feedback is presented by response count with no graphs due to the low response base.

Question 1: What is your connection to the area?

5.15.4 The response form asked those submitting comments to indicate what their connection is to the area. Responses were as follows: 14 said that they are residents, one is part of a community group, and one travels through the area.

Question 2: What would you say is good about the area currently?

5.15.5 The response form asked those submitting comments to indicate what they feel is good about the area. Responses were as follows: 11 said a strong community spirit, five good accessibility, such as walking, wheeling, or cycling, and 2 a safe and healthy environment. One said good public transport links, and one good parking facilities.

Question 3: What do you think are the transport related problems and wider issues in this area?

- 5.15.6 The response form asked those submitting comments to state what they believe are the transport related problems in the area. Responses were as follows: 12 said speeding traffic is a problem, 12 HGV traffic, nine space for wheeling, walking, or cycling, seven through traffic, four parking, and three said school run traffic is a problem. Three said pavement parking is a problem, two poor facilities for disabled people, two idling vehicles, and one a lack of EV charging points.
- 5.15.7 Respondents also identified a lack of public transport infrastructure.

Question 4: Which measures would have the most positive impact on you?

- 5.15.8 The response form asked those submitting comments to identify which measures they would have the most impact on them. Responses were as follows: 11 said a restriction on through traffic or HGVs, 11 new or wider footways, six trees and planting, five new or improved cycle lanes, and five better or more residents parking. Three new pedestrian crossings, two EV charging facilities, two places to sit, one installation of bike lockers, and one temporary street furniture or public art.
- 5.15.9 Respondents also identified measures to improve public transport accessibility.

Question 5: How would the measures you identified in question 4 affect your quality of life?

- 5.15.10 The response form asked those submitting comments to share how the measure they identified in question 4 would affect their quality of life. Responses were as follows: 11 said it would support their health and wellbeing, seven said it would allow them to use public transport more, six said it would allow them to walk, wheel or cycle more, and six would enjoy their local park, square or street area more. Five said they would use their car less often for short journeys, two would use their local shops and other facilities more, two would socialise more, and two said it would mean they live in a more inclusive and accessible place.
- 5.15.11 Another impact of the previously described measures is an improved sense of safety both on the roads and for pedestrians.

Question 6: Any other comments?

- 5.15.12 The response form asked those submitting comments if they would like to add any other comments. A total of 10 respondents provided additional comments. Analysis of this question also includes free-form email and letter responses.

Table 17 Summary of Area 14 responses to Q6 'Any other comments?'

Theme	Summary of responses to 'Any other comments?'	Number of comments
Parking	Visitors Comments that there is a lack of parking for people visiting residents of the area.	2
	Pavement parking Comments that cars parked on pavements makes access difficult for people with pushchairs or using wheelchairs.	2
Pedestrian	Crossings Comments that installing new crossings would be beneficial.	3
	Pavements Comments that narrow pavements need to be maintained but clearing overgrown vegetation.	3
	Private roads Comments that any new footpaths sure exclude private roads and void disrupting wildlife	2
	Safety Comments that speeding vehicles make crossing roads unsafe.	2

Road	Traffic calming measures and speed limit Comments requesting traffic calming measures are implemented and a reduction in speed limits is needed.	3
	Signage A comment that a new road warning sign indicating 'Pedestrians in Road' should be installed.	1
Traffic	Issues Comments that the traffic related issues in the area are HGVs and speeding.	3
	Pollution Comments that air pollution is a problem.	2
Transport	Public transport A comment that there should be public transport links to the Bath city centre.	1

5.15.13 Of those respondents that provided additional comments by answering question 6, one was against Liveable Neighbourhood solutions being implemented. One was neutral, by either identifying problems or a desire to improve certain aspects of the area but without making any specific suggestions for solutions. Eight were supportive to see change reflective of a Liveable Neighbourhoods concept.

5.16 Area 15 - Newbridge, Bath (II): Lyme Road and Charmouth Road

- 5.16.1 Out of the 1,625 responses submitted via the online or paper survey, 46 commented on Area 15 and completed questions 1 to 5.
- 5.16.2 Questions 1 to 5 were multiple-choice, with an option to select 'Other' should a respondent want to put forward an answer that was not listed. These questions were required to be completed and respondents were invited to select as many of the answers as applied to them.
- 5.16.3 Feedback is presented by response count with no graphs due to the low response base.

Question 1: What is your connection to the area?

- 5.16.4 The response form asked those submitting comments to indicate what their connection is to the area. Responses were as follows: 40 said that they are residents, four are part of a community group, three visit friends in the area, two travel through the area, and one said their child/children attend a school in the area but they live somewhere else.

Question 2: What would you say is good about the area currently?

- 5.16.5 The response form asked those submitting comments to indicate what they feel is good about the area. Responses were as follows: 38 said a strong community spirit, 24 close to shops and services, 24 good public transport links, and five good accessibility, such as walking, wheeling, or cycling. Three said a safe and healthy environment, two low levels of through traffic, and one said good parking facilities.
- 5.16.6 Other positives of the area include a sense of safety and the ability to socialise.

Question 3: What do you think are the transport related problems and wider issues in this area?

- 5.16.7 The response form asked those submitting comments to state what they believe are the transport related problems in the area. Responses were as follows: 31 said parking, 30 school run traffic, 19 through traffic, and 19 speeding traffic. 18 said idling vehicles, 14 a lack of EV charging points, 12

space for wheeling, walking, or cycling, and 10 poor facilities for disabled people. Nine said pavement parking, four poor signage, three a lack of on street bike parking, and three HGV traffic.

- 5.16.8 Other problems identified by respondents include limited street lighting, a lack of safe pedestrian crossings, and a lack of public transport infrastructure.

Question 4: Which measures would have the most positive impact on you?

- 5.16.9 The response form asked those submitting comments to identify which measures they would have the most impact on them. Responses were as follows: 27 said better or more residents parking, 21 a restriction on through traffic or HGVs, 13 EV charging facilities, and 10 new or wider footways. 10 said new or improved cycle lanes, nine trees and planting, and six new pedestrian crossings. Five said installation of bike lockers, two temporary street furniture or public art, and two improved street lighting.
- 5.16.10 Other measures identified include improved public transport infrastructure and an increase in bins to prevent littering.

Question 5: How would the measures you identified in question 4 affect your quality of life?

- 5.16.11 The response form asked those submitting comments to share how the measure they identified in question 4 would affect their quality of life. Responses were as follows: 25 said it would allow them to walk, wheel or cycle more, 22 said it would support their health and wellbeing, 18 said it would mean they live in a more inclusive and accessible place, and 15 would enjoy their local park, square or street area more. 12 said they would use their car less often for short journeys, six would socialise more, five would use their local shops and other facilities more, and five said it would allow them to use public transport more
- 5.16.12 Other impacts of the previously identified measures include better parking facilities, reduced air pollution and a better feeling of safety.

Question 6: Any other comments?

- 5.16.13 The response form asked those submitting comments if they would like to add any other comments. A total of 43 respondents provided additional comments. Analysis of this question also includes free-form email and letter responses.

Table 18 Summary of Area 15 responses to Q6 'Any other comments?'

Theme	Summary of responses to 'Any other comments?'	Number of comments
Cycling	Lanes Comments that more cycle lanes are needed. Cycle lanes are often blocked by parked cars.	8
	Safety Comments that cyclist safety is at risk, often as a result of dangerous parking.	4
	Infrastructure A comment that bike stands should be installed at schools for parents to use.	1
Parking	Commuters and visitors Comments that parking is often problematic for residents due to the high numbers of commuters and hospital users.	18
	Residents Parking Zones (RPZ) Comments that RPZ is needed. One comment concerned that a PRZ with restrict friends and family visiting them.	10

	<p>Illegal and pavement parking</p> <p>Comments that people often park illegally on double yellow lines and/or park on pavements, sometime blocking dropped kerbs. This creates a safety hazard and makes access difficult for wheelchair users and people with push chairs.</p>	8
Pedestrian	<p>Safety</p> <p>Comments that pedestrian safety is at risk, often in relation to dangerous parking.</p>	9
	<p>Lighting</p> <p>Comments that regularly used footpaths should have lighting installed.</p>	3
	<p>Pavements</p> <p>Comments that pavements should be widened where needed.</p>	2
	<p>Crossings</p> <p>Comments that a new crossing should be installed near to the local school.</p>	2
Road	<p>One-way</p> <p>Comments that Lyme Road should be made one-way to help prevent congestion and access issues. A comment that Apsley Road could also be made one-way.</p>	8
	<p>Access</p> <p>Comments that residents struggle to gain access to their road due to congestion and parking related issues.</p>	7
	<p>Restrictions</p> <p>Comments that restricting through traffic should be considered for congested roads.</p>	5
	<p>Conditions</p> <p>Comments that road surfaces need repairing.</p>	2
	<p>Traffic calming measures</p> <p>A comment that traffic calming measures should be considered for Newbridge Road.</p>	1
	<p>Signage</p> <p>A comment that a road sign informing HGV traffic not to go down Osborne road would be welcomed.</p>	1
	<p>Issues</p> <p>Comments that the area experiences traffic related issues, with the most commonly referenced issue being school traffic.</p>	25
Traffic	<p>Pollution</p> <p>Comments stating that the traffic issue within the area is increasing air and noise pollution.</p>	4
	<p>Electric vehicles</p> <p>A comment that EV charging points should be installed.</p>	4
Transport	<p>Public transport services</p> <p>A comment that public transport services are too expensive or need improving.</p>	2
	<p>Public transport infrastructure</p> <p>A comment that bus stop signs should be visible from both directions so that they are visible to those facing backward while travelling.</p>	1

- 5.16.14 Of those respondents that provided additional comments by answering question 6, one was against Liveable Neighbourhood solutions being implemented. 24 were neutral, by either identifying problems or a desire to improve certain aspects of the area but without making any specific suggestions for solutions. 18 were supportive to see change reflective of a Liveable Neighbourhoods concept.

6. Conclusion

- 6.1.1 Across the 15 areas represented there was a clear trend in the responses with many areas citing a wish for changes to improve pedestrian safety, increase in traffic calming measures, and improved cycling infrastructure. These trends were more apparent in community areas where there are schools.
- 6.1.2 Measures most often suggested included: additional or improved pedestrian crossings, closing particularly busy roads to through traffic with the aim of preventing 'rat-running' and speeding, new cycle lanes, and parking restrictions during school drop-off and pick-up times.
- 6.1.3 Additionally, there was a trend towards a desire for general improvement of the public realm across all areas. Suggestions included cleaning pavements, improving, and increasing green space and additional lighting along footpaths.
- 6.1.4 Some respondents raised a number of concerns. Most often, concerns were highlighted regarding the implementation of Residents Parking Zones (RPZs) and the perceived negative impact these could have on communities and the potential impact of the closure of roads to through traffic. Many respondents suggested that the implementation of measures such as these would simply move an existing problem from one area of the community to another.
- 6.1.5 A key theme that arose through the feedback to question one, regarding positive aspects of an area included a strong community spirit and the vicinity to shops and services and was found continuously throughout the 15 areas.
- 6.1.6 Future stages of the programme include a co-design workshop with community stakeholders, whereby the responses from this stage of engagement, as detailed in this report, will be used to determine potential measures to be implemented to create Liveable Neighbourhoods.

7. Appendices

Appendix A Engagement Materials

Table of Contents:

Appendix A Engagement Materials

A1 Informational leaflet

A2 Promotional Poster

A3 Map showing locations of posters

A4 Engagement Response Form

A1 Informational leaflet

Have your say

We've created an online, interactive survey that allows you to give feedback on any of our 15 selected areas, by simply placing a pin on a map and completing a short questionnaire. You can visit our interactive survey by scanning the QR code below or by visiting the following website:

www.bathnes.gov.uk/LiveableNeighbourhoods



If you are unable to access our web site and require a printed copy of the map and questionnaire, or if you have any queries, please telephone Council Connect on

01225 39 40 41

or email

liveableneighbourhoods@bathnes.gov.uk

Feedback will be accepted until
11:59pm on 19 December 2021

Members of our team will also be holding several outdoor public information events across selected areas and online virtual events during December. You can find out exact dates and locations for outdoor events, and details on how to sign up for the online events by following us on our social media channels.

 [facebook.com/bathnes](https://www.facebook.com/bathnes)

 twitter.com/bathnes

**Bath & North East
Somerset Council**

Improving People's Lives



**LIVEABLE
NEIGHBOURHOODS**

**Better health,
environments and spaces
for people and business**



SHARE YOUR VIEWS

Our neighbourhoods are important, providing many services for the local community alongside homes. But to be fit for the future, they need to provide better opportunities for people to move around on foot or by bike. We aim to do this by creating 'Liveable Neighbourhoods'.

Why now?

Now, more than ever, we need to look after our health and wellbeing, and fewer vehicles will mean cleaner air and make it much more pleasant environment for people to spend time in. Plus, we've declared a climate and ecological emergency in Bath & North East Somerset (B&NES) and set a carbon neutrality target for 2030. To help meet that target requires a big change in how people choose to travel, through the adoption of more sustainable and healthy transport options, and to rethink how we use our streets.

What are Liveable Neighbourhoods?

Residential areas in cities and towns are often used by through-traffic, creating noise, pollution, and hazards. By reducing the dominance of vehicles, our Liveable Neighbourhoods will reconsider how street space is used, creating healthier outdoor spaces, as well as vibrant places where people want to dwell and spend money.

There are measures we use to help reduce the impact of motor vehicles, encourage active and sustainable travel, and improve quality of life.

reclaim road space to provide better **walking, wheeling and cycling** links for short journeys between homes, schools and commercial areas, along with the installation of well-lit cycle storage

reduce driving speeds and introduce traffic calming measures to **improve safety** for people moving around on foot or by bike

restrict non-residential on-street parking to encourage commuters to use our **Park & Ride and local bus services**, reducing congestion and **improving air quality**

What do we want feedback on?

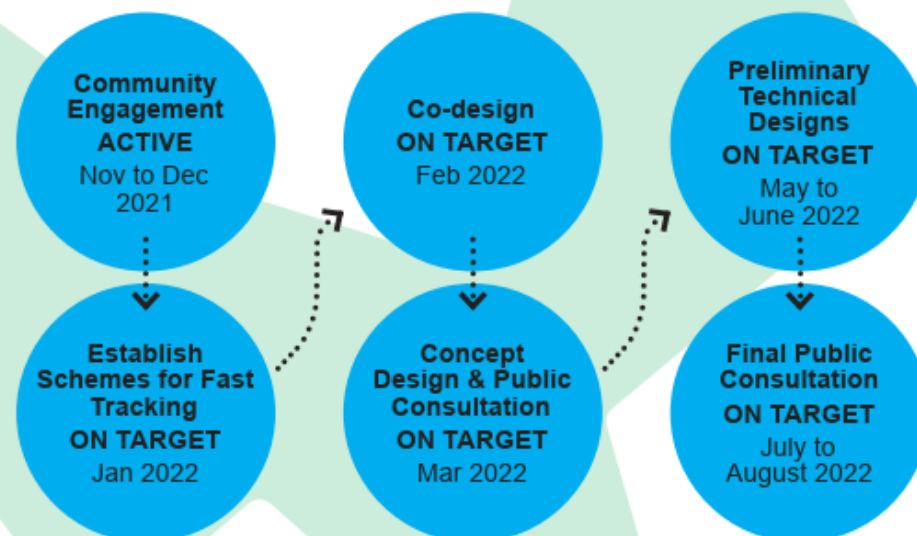
Each of the Liveable Neighbourhood schemes will require a tailored solution depending on the issues identified, and how severely they affect people's quality of life - which is why we would like to know your views!

In June 2021, the council selected 15 areas for Liveable Neighbourhood treatment. We want to get your views on any of the 15 areas that are relevant to you and help them to become better Liveable Neighbourhoods. We are asking for your feedback on the following:

- ◆ your connection to the area;
- ◆ what's best about the area for you;
- ◆ the most pressing transport and mobility related issues for you, and the impact they have; and
- ◆ the measures you think would improve the area, and how they would affect you.

We know that some areas have residents' associations who have already been actively collating similar information, and preparing plans for their areas, and we will be meeting with their representatives and incorporating this information and these ideas into our work.

Next Steps



A2 Promotional Poster



LIVEABLE NEIGHBOURHOODS

Our neighbourhoods are important, providing many services for the local community alongside homes.

We're creating 'Liveable Neighbourhoods' in 15 locations in and around the Bath area to provide better opportunities for pedestrians and cyclists, encouraging a major shift to active travel and want your views on the best approach.

Find out dates and locations for outdoor and virtual events by following us on our social media channels.

Our next event will be held at



Come and chat to our team at one of our public information events during December



Go to our website www.bathnes.gov.uk/LiveableNeighbourhoods to sign up for one of our virtual information events



Visit our website by using the QR code below and complete our interactive survey

Feedback will be accepted until
**11:59pm on
19 December 2021**



If you are unable to access our web site and require a printed copy of the survey and supporting materials, or if you have any queries, please telephone Council Connect

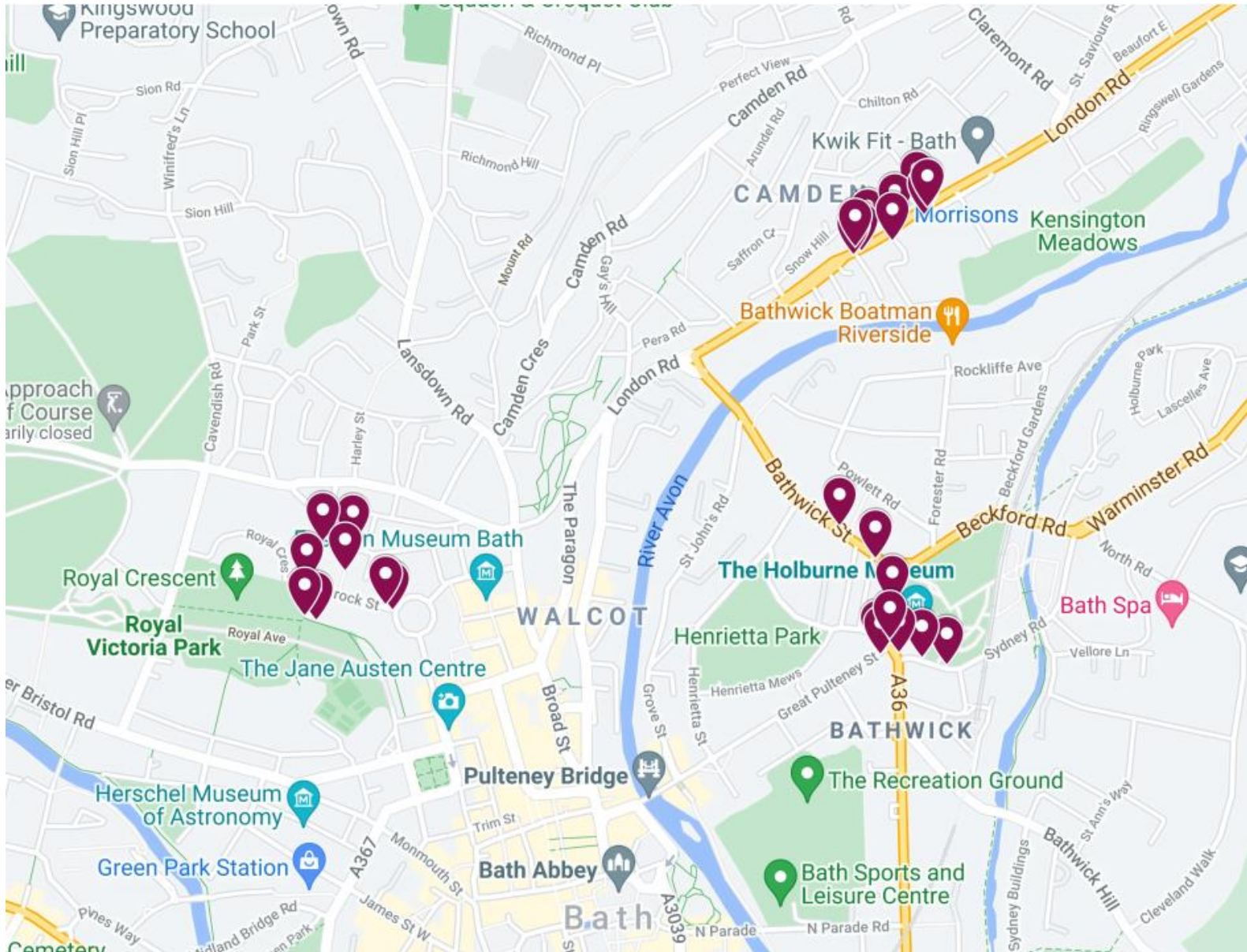
01225 39 40 41

or email

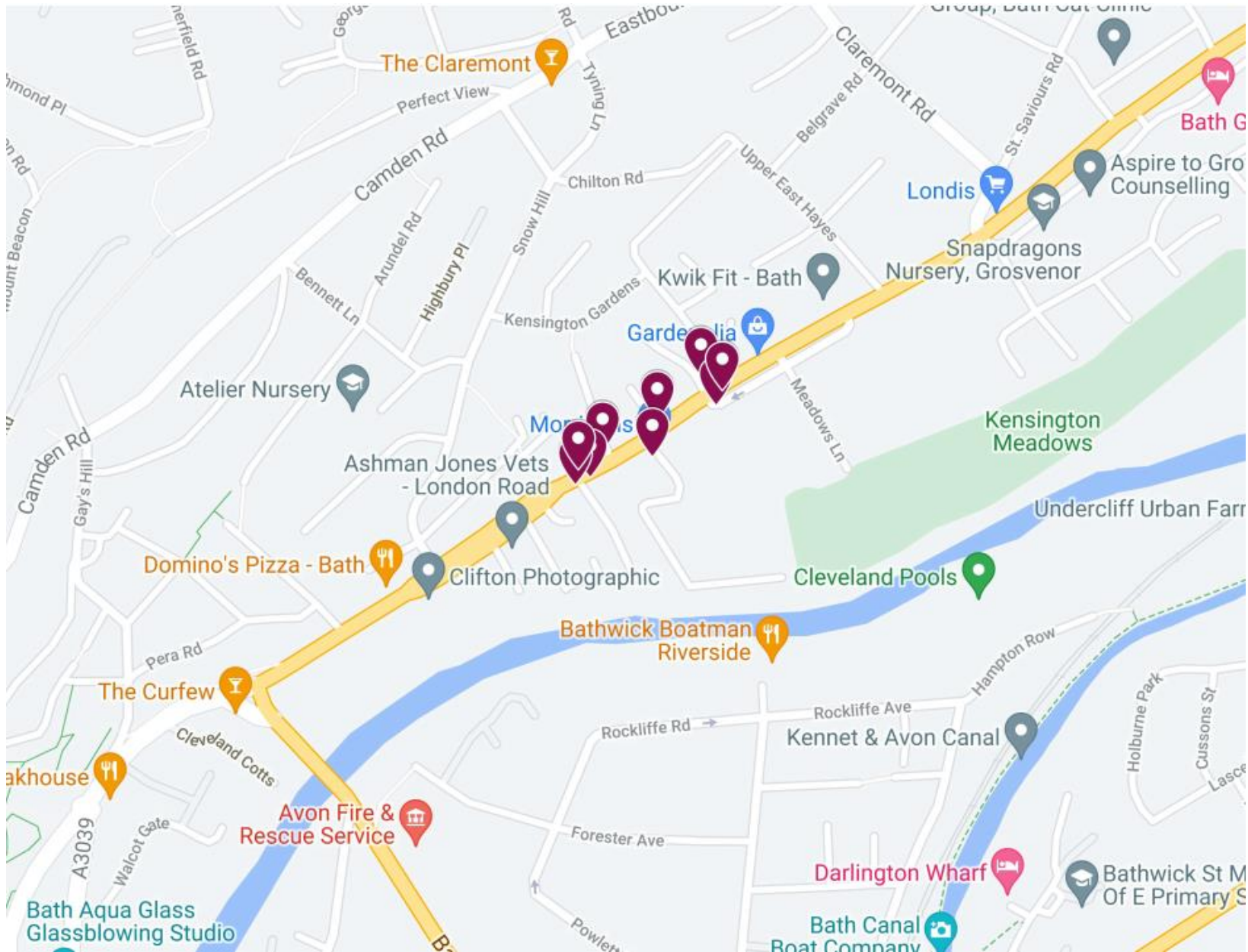
liveableneighbourhoods@bathnes.gov.uk

A3 Map showing locations of posters

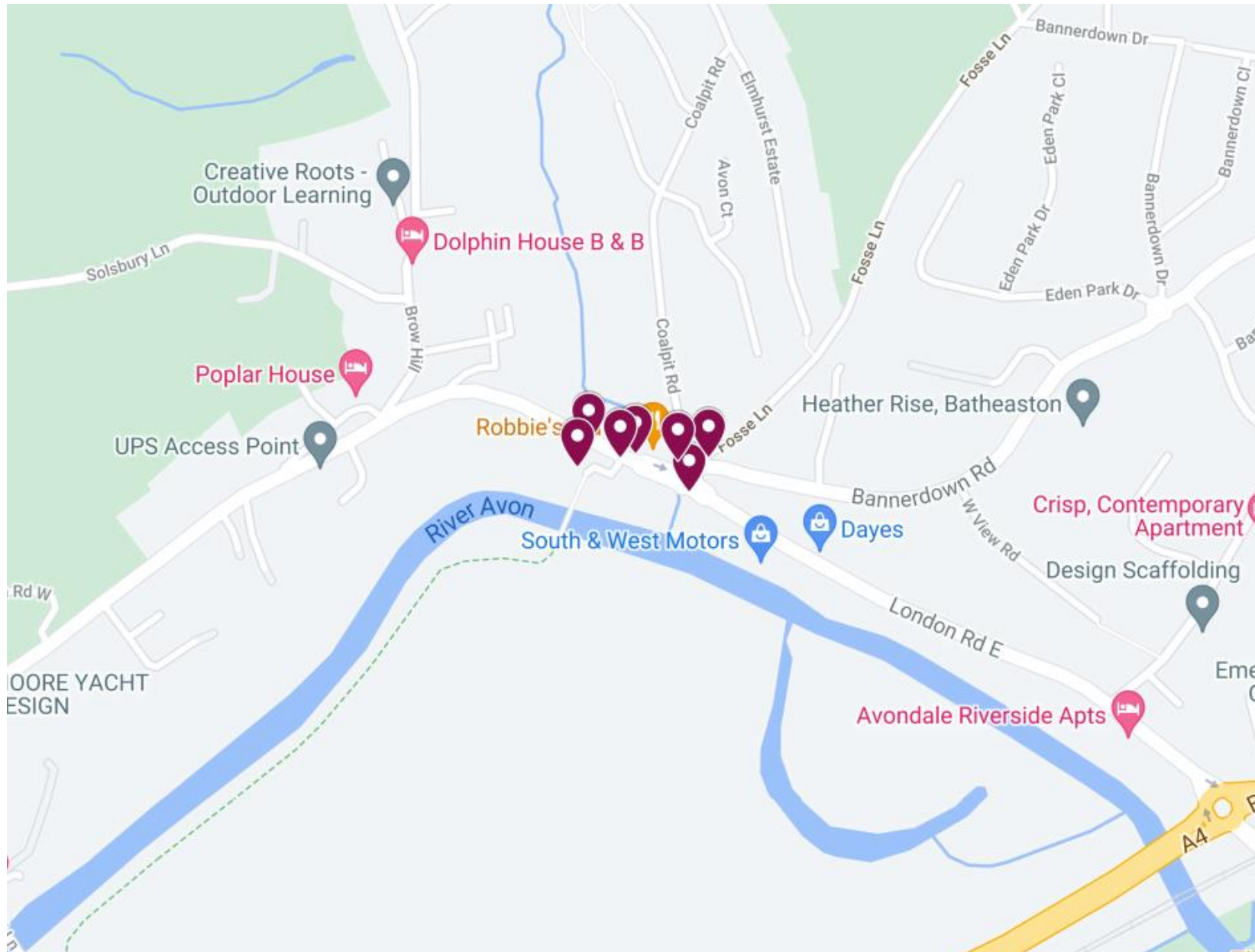
City centre map locations:



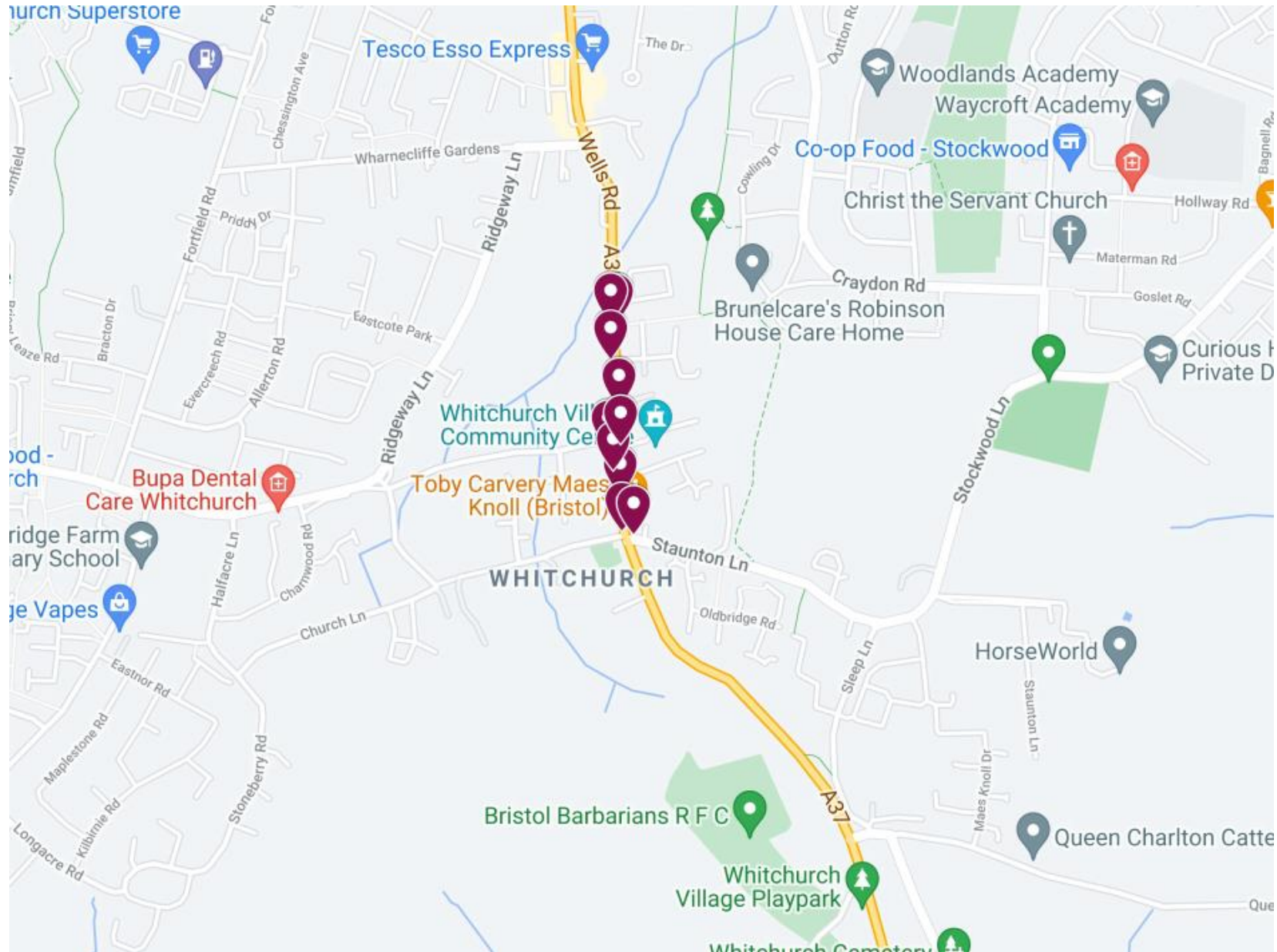
Locations in Walcot (Phase One):



Locations in Batheaston:



Locations in Whitchurch:



A3 Engagement response form

Bath and North East Somerset Liveable Neighbourhoods

Feedback form

Please indicate which of the 15 Areas you wish to comment on

Please provide the name of the street/road within this area you would like to comment on:

1. What is your connection to the area?

Please tick all the boxes that apply

- Resident
- Local business
- Community group
- Elected Representative
- Place of work
- My child attends a school in the area, but we live elsewhere
- I visit friends in the area
- I park my car in this area when working or shopping nearby
- I travel through the area
- Other

2. What would you say is good about the area currently?

Please select each issue and add further comments below

- Strong community spirit
- Close to shops and services
- Safe and healthy environment
- High quality street space
- Public transport links
- Low through traffic levels
- Parking facilities
- Accessibility, such as walking, wheeling, or cycling
- Other

3. What do you think are the transport related problems and wider issues in this area?

Please tick all the boxes that apply

- Through traffic
- Speeding traffic
- School run traffic
- HGV traffic
- Parking
- Space for wheeling, walking, or cycling
- Poor facilities for disabled people
- Pavement parking
- On street bike parking
- Poor signage
- Idling vehicles
- EV charging points
- Other

4. Which measures would have the most positive impact on you?

Please tick all the boxes that apply

- Restrictions on through traffic or HGVs
- Residents parking
- New pedestrian crossings
- New or wider footways
- Cycle lanes
- Bike lockers
- EV charging facilities
- Trees and planting
- Temporary street furniture or public art
- Improved street lighting
- Places to sit
- Other

5. How would the measures you identified in question 4 affect your quality of life? I would be able to:

Please tick all the boxes that apply

- walk, wheel or cycle more
- use my car less often for short journeys
- use my local shops and other facilities more
- enjoy my local park, square or street area more

- use public transport more
- socialise more
- support my health and wellbeing
- live in a more inclusive and accessible place
- Other

6. Any other comments?

Do you have any further comments you would like to add?

7. What is your

postcode?

To help us understand your connection to the area you are commenting about, please provide your postcode

Please tell us more about yourself

Knowing a bit more about you will help us better understand why you are contributing. This information is optional and can only be seen by the project team. It won't be public.

8. How do you identify?

- Male
- Female
- Prefer another term
- Prefer not to say

9. What is your age group?

- 16 to 24
- 25 to 44
- 45 to 64
- 65+
- Prefer not to say

Tick a box below to join our mailing list for project updates, or invitations to get involved

- Email (provide details below)
- Post (provide details below)

Please provide your email address

Please provide your

full postal address

Please return your

completed questionnaire to:

Liveable Neighbourhoods

Sustainable Communities

Bath and North East Somerset Council

Lewis House

Manvers Street

Bath

BA1 1JG

Appendix B Communications and Publicity Documents

Table of Contents:

Appendix B Communications and Publicity Documents

B1 Letter sent to stakeholders within mailing zone

B2 Email sent to key stakeholder groups

B1 Letter sent to stakeholders within the mailing zone

Bath & North East Somerset Council

Improving People's Lives



Sustainable Communities

Bath and North East Somerset Council

Lewis House, Manvers Street, Bath, BA1 1JG

www.bathnes.gov.uk

Email: liveableneighbourhoods@bathnes.gov.uk

Telephone: 01225 394041

30 November 2021

\$Address1\$

\$Address2\$

\$Address3\$

\$Address4\$

\$Address5\$

Dear Sir/Madam,

Next stage for Liveable Neighbourhoods in Bath and North East Somerset **[\$LNarea\$]**

We are writing to ask if you can spare a few minutes to give us your views on what could help create healthy, connected, inclusive communities in your area.

What is a liveable neighbourhood?

This is the name we are giving to residential areas in which we reconsider how street space is allocated, creating healthier outdoor spaces for everyone to share, as well as vibrant places where people want to dwell and spend money.

Following the Autumn 2020 public consultation, during which we asked for your views on our approach to Liveable Neighbourhoods across Bath and North East Somerset, we invited applications from ward councillors. The applications received were supported by information provided by parish councils, residents' associations, and local schools. The council subsequently selected 15 areas for further

development as part of the first phase of the programme, including [\$LNarea\$]

During the next stage of the project over the coming weeks, we will be collating information about what people value and what could be improved for each of the 15 areas and will be keen to hear your views. Your local knowledge will provide different perspectives and priorities to help us find the best possible solutions for improvement.

As part of this stage, we are asking you to consider the information found on the Liveable Neighbourhoods project website at

www.bathnes.gov.uk/liveableneighbourhoods. Then, using an online interactive survey, give feedback on any of our 15 selected areas by simply placing a pin on a map and completing a short questionnaire by 19 December 2021.

We know that some areas have residents' associations who have already been active collating similar information and preparing plans for their areas. We will be meeting with their representatives and incorporating their information and ideas into our work for further development. However, even if you have already had the

opportunity to input into work by residents' associations, we would still encourage you to record your thoughts online to ensure we have the most detailed picture we can of your area.

If you are unable to respond online and would like a paper copy of the map and questionnaire, please contact Council Connect on 01225 394041. We will also be holding several online virtual and outdoor in-person public information events during December, where you will have the opportunity to meet some of the project team and ask questions.

- Monday 6 December, 7pm to 8.30pm: online
- Tuesday 7 December, 12pm to 5pm: outside at Church of Our Lady & St Alphege, Oldfield Lane, Bath BA2 3NR
- Wednesday 8 December, 7pm to 8.30pm: online
- Thursday 9 December, 2pm to 7pm: outside at St Margaret's Buildings, Bath, BA1 2LP
- Sunday 12 December, 12pm to 5pm: outside at the Holburne Museum, Great Pulteney St, Bath BA2 4DB
- Monday 13 December, 3pm-8pm: Morrisons car park, London Rd, Bath BA1 6AN
- Tuesday 14 December, 7pm to 8.30pm: online
- Wednesday 15 December, 2pm to 7pm: Whitchurch Community Centre car park, BS14 0QB
- Friday 17 December, 12pm-5pm: Riverside car park, London Road East, Batheaston BA1 7NB

As the events are located outdoors, they may be affected by bad weather and could be subject to change. Any updates, and details on how to join our online virtual events, will be announced on Facebook (facebook.com/bathnes) and Twitter (twitter.com/bathnes), alongside our website at www.bathnes.gov.uk/liveableneighbourhoods.

If you have any additional queries, please don't hesitate to contact the team via liveableneighbourhoods@bathnes.gov.uk.

Thank you for taking the time to read this and we look forward to receiving your completed survey questionnaire.

Yours faithfully,

Sustainable Communities Team
Bath and North East Somerset Council |

B2 Email sent to key stakeholder groups

From: [REDACTED] <[REDACTED]@BATHNES.GOV.UK>
Sent: 13 December 2021 11:18
To: liveableneighbourhoods <liveableneighbourhoods@BATHNES.GOV.UK>
Subject: Liveable Neighbourhoods

Hello,

On behalf of Bath and North East Somerset Council (B&NES) I would like to invite you to take part in the latest phase of engagement for the Liveable Neighbourhoods project.

Information relating to the engagement is contained in the attached leaflet and online at <https://bathnes.gov.uk/liveableneighbourhoods> where there is also an online survey. So far feedback has been very positive, and we have received a high number of responses. The online survey also allows you to review comments left by others.

As part of the engagement, we are holding public events across B&NES and virtual events so that those with an interest can come and discuss the project with us. Further details of these can also be found on the project website.

Please direct any queries to liveableneighbourhoods@bathnes.gov.uk. Hard copy questionnaires are also available on request.

Kind regards
Sent on behalf of the Liveable Neighbourhoods Team

The contents of this email message, and any attachments, are confidential and intended solely for the use of the individual or entity to whom they are addressed. The message does not necessarily express the views of Bath & North East Somerset Council and should be considered personal unless there is a specific statement to the contrary.

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Making Bath & North East Somerset – the place to live, work and visit.

Appendix C Press Release Documents

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Appendix C Press Release Documents

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C2 Press release 2: published 20th December 2021 on Bath and North East Somerset Council's Newsroom website

C1 Press release 1: published 29 November 2021 on Bath and North East Somerset Newsroom website

Coronavirus (COVID-19)

[Find out what you need to know](#)

BETA

This is a new service – your [feedback](https://beta.bathnes.gov.uk/form/website-feedback-form) (https://beta.bathnes.gov.uk/form/website-feedback-form) will help us to improve it.

Bath & North East Somerset Council

Newsroom

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Liveable Neighbourhoods move a step closer

🕒 **Date published:** 2021-11-29 | 📁 **Category:** [Giving people a bigger say](#), [Tackling the climate and ecological emergency](#), [Delivering for local residents](#), [Parking and Travel](#), [Public Health](#)



Bath & North East Somerset Council today (Nov 29) launched the next stage of its Liveable Neighbourhoods project to help make communities healthier - and it wants to hear people's views.

As part of the council's commitment to giving people a bigger say and putting them at the heart of decision-making, the council is inviting residents, businesses and

organisations to co-design the schemes and help improve their environments to create healthier communities.

Over the next three weeks people can go onto a map-based page and pin their comments via www.bathnes.gov.uk/liveableneighbourhoods as well as taking part in a series of virtual and face-to-face events.

Councillor Sarah Warren, deputy council leader and cabinet member for Climate and Sustainable Travel said: “We’ve had a fantastic response so far from communities who’ve really got behind the idea of Liveable Neighbourhoods. Of course, every community is different and has its own needs, so its important local people put forward their ideas to address the issues that affect them and work with us to develop tailored Liveable Neighbourhood schemes that work for their area.

“We also want people who live near the schemes to have their say and get involved in the design process, as its vital we understand and work to mitigate any potential impact on neighbouring areas.”

Liveable Neighbourhoods aim to give fairer access to residential neighbourhoods, creating healthier outdoor spaces for everyone to share, as well as vibrant local high streets where people want to spend time and money.

By reducing the dominance of vehicles, cutting carbon emissions, improving air quality, enhancing road safety, creating more road space and promoting healthy lifestyles, Liveable Neighbourhoods can make it safer to move around actively. This will enable more people to make journeys on foot and over time, help will reduce car journeys to help cut congestion for those with no alternative but to travel by car.

This is achieved through a range of measures such as vehicle restrictions, traffic calming, residents’ parking zones and electric vehicle charging.

Earlier this summer Bath & North East Somerset Council allocated £2.2m to develop and deliver fifteen priority Liveable Neighbourhood schemes as part of its Climate Emergency Action Plan. The schemes are:

- Whitchurch & Queen Charlton (Publow with Whitchurch and Saltford)
- Temple Cloud
- Morris Lane/Bannerdown (Bathavon North)
- Mount Road (Southdown)
- Oldfield Lane & First/Second/Third Avenues
- Edgerton Road/Cotswold Road (Moorlands)
- (New) Sydney Place and Sydney Road (Bathwick)
- Area bounded by Sydney Place, Great Pulteney Street, St Johns Road and Bathwick Street (Bathwick)
- The Circus/Lower Lansdown/Marlborough Lane & Building/Royal Victoria Park/Cork Street area (Kingsmead & Lansdown)
- Lyme Road/Charmouth Road (Newbridge)
- Chelsea Road (Newbridge)
- Snow Hill (Walcot)

- Church St & Prior Park Rd (Widcombe & Lyncombe)
- Entry Hill (Widcombe & Lyncombe)
- Southlands (Weston)

The schemes will be developed over the coming months in three stages starting with today's online launch and engagement events. Details of these can be found here www.bathnes.gov.uk/liveableneighbourhoods and the engagement runs until Monday 3rd Jan 2022.

Ideas from this engagement will shape the concept designs which will be considered by a cross-section of the local community during a series of workshops. The designs will then be updated before going out to wider community consultation in early spring.

Feedback will be considered and reflected in the detailed technical designs which local people will once again be consulted on before schemes are implemented.

Councillor Warren added: "We want local people to have ownership of these projects and create the environment they want to live in. Our aim is to breathe new life into residential areas and create conditions which prioritise the health and wellbeing of local people while supporting our efforts to tackle the climate emergency."

Ends

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C2 Press release 2: published 20 December 2021 on Bath and North East Somerset Newsroom website

Coronavirus (COVID-19)

[Find out what you need to know](#)

BETA

This is a new service – your [feedback \(https://beta.bathnes.gov.uk/form/website-feedback-form\)](https://beta.bathnes.gov.uk/form/website-feedback-form) will help us to improve it.

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Liveable Neighbourhoods - still time to have your say

🕒 **Date published:** 2021-12-20 | 📁 **Category:** [Climate Emergency](#), [Giving people a bigger say](#), [Delivering for local residents](#), [Public Health](#)



Residents who want to have their say on Bath & North East Somerset Council's Liveable Neighbourhoods project have extra time to get involved following an extension to the engagement survey closing date.

As part of the council's commitment to giving people a bigger say and putting them at the heart of decision-making, the council is inviting people to provide initial

feedback on a number local areas and help improve their environments to create healthier communities.

The feedback gathered will be used to inform the next stage of the project, which will involve working with residents, businesses and organisations to co-design schemes in 15 areas in and around Bath to help mitigate any potential impact on neighbouring areas..

People can go onto a map-based page and pin their comments via www.bathnes.gov.uk/liveableneighbourhoods up until Monday January 3 2022.

Councillor Sarah Warren, deputy council leader and cabinet member for Climate and Sustainable Travel said: "We've had an excellent response so far with more than 1,400 comments, but we understand that people are busy in the run up to Christmas so want to give everyone additional time to comment. It is important that communities put forward their ideas to address the issues that affect them and work with us to develop tailored Liveable Neighbourhood schemes that work for their area. I've asked for the consultation to extend over Christmas and New Year and it will now finish on January 3."

Liveable Neighbourhoods aim to give fairer access to residential neighbourhoods, creating healthier outdoor spaces for everyone to share, as well as vibrant local high streets where people want to spend time and money.

By reducing the dominance of vehicles, cutting carbon emissions, improving air quality, enhancing road safety, creating more road space and promoting healthy lifestyles, Liveable Neighbourhoods can make it safer to move around actively. This will enable more people to make journeys on foot and over time, will help reduce car journeys to help cut congestion for those with no alternative but to travel by car.

This is achieved through a range of measures such as, traffic calming, residents' parking zones and electric vehicle charging.

Earlier this summer Bath & North East Somerset Council allocated £2.2m to develop and deliver fifteen priority Liveable Neighbourhood schemes as part of its Climate Emergency Action Plan. The areas selected are:

- Whitchurch & Queen Charlton (Publow with Whitchurch and Saltford)
- Temple Cloud
- Morris Lane/Bannerdown (Bathavon North)
- Mount Road (Southdown)
- Oldfield Lane & First/Second/Third Avenues
- Edgerton Road/Cotswold Road (Moorlands)
- (New) Sydney Place and Sydney Road (Bathwick)
- Area bounded by Sydney Place, Great Pulteney Street, St Johns Road and Bathwick Street (Bathwick)
- The Circus/Lower Lansdown/Marlborough Lane & Building/Royal Victoria Park/Cork Street area (Kingsmead & Lansdown)
- Lyme Road/Charmouth Road (Newbridge)

- Chelsea Road (Newbridge)
- Snow Hill (Walcot)
- Church St & Prior Park Rd (Widcombe & Lyncombe)
- Entry Hill (Widcombe & Lyncombe)
- Southlands (Weston)

Schemes for these areas will be developed over the coming months in three stages. Details of these can be found here

www.bathnes.gov.uk/liveableneighbourhoods and the engagement runs until Monday 3rd Jan 2022.

Ideas from this engagement will shape the concept designs which will be considered by a cross-section of the local community during a series of workshops. The designs will then be updated before going out to wider community consultation in early spring.

Feedback will be considered and reflected in the detailed technical designs which local people will once again be consulted on before schemes are implemented.

Ends

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Appendix D Social Media Document

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Appendix D Social Media Documents

D1 Social media posts published throughout engagement period

D1 Social media posts published throughout the engagement period

Social media platform	Date	Post
Twitter, Facebook & Instagram	29/11/2021	<i>We've launched the next stage of our #liveableneighbourhoods project, and we'd like your views. Find out more:</i> https://newsroom.bathnes.gov.uk/news/liveable-neighbourhoods-move-step-closer
Twitter, Facebook & Instagram	30/11/2021	<i>We'll be out and about talking about the next stage of our #liveableneighbourhoods project over the next few weeks! To find out when we are in your area, visit</i> http://bathnes.gov.uk/liveableneighbourhoods
Twitter, Facebook & Instagram	01/12/2021	<i>We launched the next stage of our #liveableneighbourhoods project on Monday and we'd like your views! Find out more and take part via</i> http://bathnes.gov.uk/liveableneighbourhoods
Twitter, Facebook & Instagram	02/12/2021	<i>We'll be out and about talking about the next stage of our #liveableneighbourhoods project over the next few weeks! To find out when we are in your area, visit</i> http://bathnes.gov.uk/liveableneighbourhoods
Twitter, Facebook & Instagram	04/12/2021	<i>What's a liveable neighbourhood? It's a place where it's good and safe to live and work. We've launched the next stage of our #liveableneighbourhoods project today and we'd like your views! Find out more and take part via</i> http://bathnes.gov.uk/liveableneighbourhoods
Twitter chain & Facebook	06/12/2021	<i>Heard about our #liveableneighbourhoods project but want to find out more and get involved? Dial in to our 1st virtual event tonight (6 Dec) from 7pm till 8:30pm via http://bathnes.gov.uk/webinars to listen to a short presentation and get a chance to ask questions.</i>
Twitter chain & Facebook	07/12/2021	<i>Missed our 1st #liveableneighbourhoods virtual event last night? Don't worry, we'll have another two on 8 and 14 December. Check back here for dial in details nearer the time or visit</i> http://bathnes.gov.uk/liveableneighbourhoods
Twitter, Facebook & Instagram	08/12/2021	<i>Heard about our #liveableneighbourhoods project, want to find out more and get involved? Dial in to our 2nd virtual event tonight (8 Dec) from 7pm till 8:30pm via http://bathnes.gov.uk/webinars to listen to a short presentation and get a chance to ask questions.</i>
Twitter, Facebook & Instagram	08/12/2021	<i>Not around tonight? There'll be other chances to talk to us and you can also find out more and fill in our online survey by visiting</i> http://bathnes.gov.uk/liveableneighbourhoods
Twitter & Facebook	09/12/2021	<i>We'll be outside Margaret's Buildings from 2pm to 7pm today (9 Dec) talking to you about the next stage in our #liveableneighbourhoods project. Come see us to find out more and see how you can get involved.</i>
Twitter chain & Facebook	09/12/2021	<i>Missed last night's #liveableneighbourhoods virtual event last night? Don't worry, we'll have another one on 14 December. Check back here for dial in details nearer the time or visit</i> http://bathnes.gov.uk/liveableneighbourhoods
Twitter chain & Facebook	10/12/2021	<i>What's a liveable neighbourhood? It's a place where it's good and safe to live and work. We've launched the next stage of our #liveableneighbourhoods project today and we'd like your views! Find out more and take part via</i> http://bathnes.gov.uk/liveableneighbourhoods
Twitter chain & Facebook	12/12/2021	<i>We'll be outside Holburne Museum from 12pm to 5pm today (12 Dec) talking to you about the next stage in our #liveableneighbourhoods project. Come see us to find out more and see how you can get involved. You can take part and find out more by visiting http://bathnes.gov.uk/liveableneighbourhoods</i>
Twitter chain & Facebook	12/12/2021	<i>We'll be in the Morrisons car park in Walcot from 3pm to 8pm tomorrow (13 Dec) talking to you about the next stage in our</i>

Social media platform	Date	Post
		<i>#liveableneighbourhoods project. Come see us to find out more and see how you can get involved. Find out more by visiting http://bathnes.gov.uk/liveableneighbourhoods</i>
Twitter chain & Facebook	13/12/2021	<i>We'll be in the Morrisons car park in Walcot from 3pm to 8pm today (13 Dec) talking to you about the next stage in our #liveableneighbourhoods project. Come see us to find out more and see how you can get involved. Not around? You can still take part and find out more by visiting www.bathnes.gov.uk/liveableneighbourhoods</i>
Twitter, Facebook & Instagram	14/12/2021	<i>Heard about our #liveableneighbourhoods project but want to find out more and get involved? Dial in to our 3rd virtual event tonight (14 Dec) from 7pm till 8:30pm via the webinar to listen to a short presentation and get a chance to ask questions. Not around tonight? There'll be other chances to talk to us and you can also find out more and fill in our online survey by visiting www.bathnes.gov.uk/liveableneighbourhoods</i>
Twitter chain & Facebook	14/12/2021	<i>We'll be in the Whitchurch Community Centre car park from 2pm to 7pm tomorrow (15 Dec) talking to you about the next stage in our #liveableneighbourhoods project. Come see us to find out more and see how you can get involved. Not around? You can still take part and find out more by visiting www.bathnes.gov.uk/liveableneighbourhoods</i>
Twitter chain & Facebook	15/12/2021	<i>We'll be in the Whitchurch Community Centre car park from 2pm to 7pm today (15 Dec) talking to you about the next stage in our #liveableneighbourhoods project. Come see us to find out more and see how you can get involved. Not around? You can still take part and find out more by visiting www.bathnes.gov.uk/liveableneighbourhoods</i>
Twitter chain & Facebook	16/12/2021	<i>We'll be at the Riverside car park in Batheaston from 12pm to 5pm tomorrow (17 Dec) talking to you about the next stage in our #liveableneighbourhoods project. Come see us to find out more and see how you can get involved. Not around? You can still take part and find out more by visiting www.bathnes.gov.uk/liveableneighbourhoods</i>
Twitter chain & Facebook	17/12/2021	<i>We'll be at the Riverside car park in Batheaston from 12pm to 5pm today (17 Dec) talking to you about the next stage in our #liveableneighbourhoods project. Come see us to find out more and see how you can get involved. Not around? You can still take part and find out more by visiting www.bathnes.gov.uk/liveableneighbourhoods</i>
Twitter, Facebook & Instagram	20/12/2021	<i>We've extended the closing date to January 3 to have your say on our Liveable Neighbourhoods project. Thank you if you have already taken part. https://newsroom.bathnes.gov.uk/news/liveable-neighbourhoods-still-time-have-your-say</i>
Twitter, Facebook & Instagram	20/12/2021	<i>We've received 1,400 responses to our #liveableneighbourhoods survey, so we're extending the deadline to 3 January 2022 to gather as many views as we can. Find out more on the newsroom: https://newsroom.bathnes.gov.uk/news/liveable-</i>
Twitter, Facebook & Instagram	21/12/2021	<i>What's a liveable neighbourhood? It's a place where it's good and safe to live and work. We've received 1,400 responses to our #liveableneighbourhoods survey, so we're extending the deadline to 3 January 2022 to gather as many views as we can Take part via http://bathnes.gov.uk/liveableneighbourhoods</i>
Twitter, Facebook & Instagram	23/12/2021	<i>Heard about our #liveableneighbourhoods project and want to get involved? We're gathering initial feedback on 15 areas in and around Bath right now, so please fill in our online survey by visiting http://bathnes.gov.uk/liveableneighbourhoods</i>

