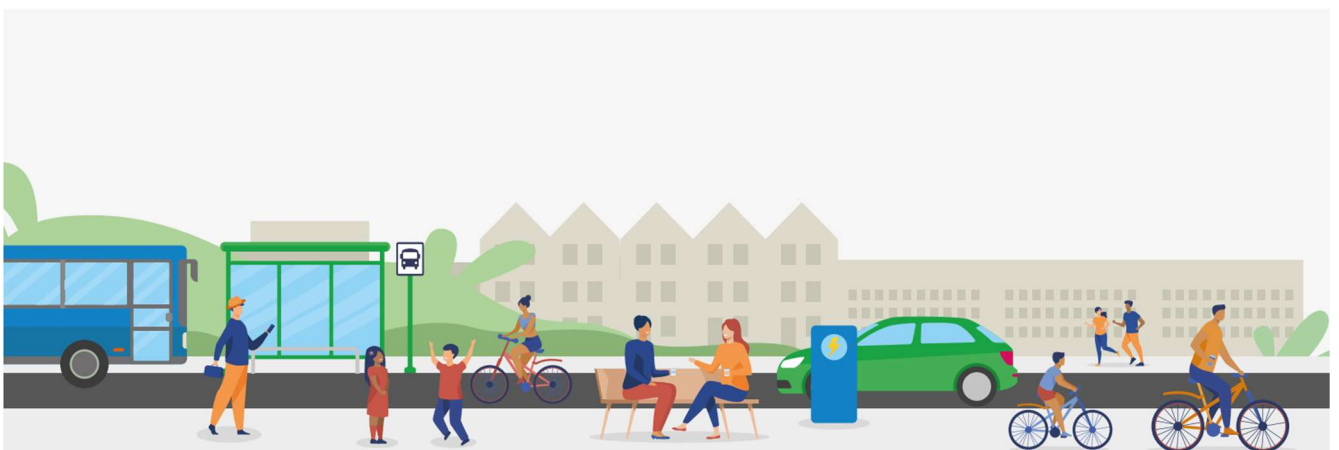


Liveable Neighbourhoods

Consultation Outcome Summary

7 December 2020

Revision 07



Revision	Description	Issued by	Date
00	Draft 00	NJH	10/11/2020
01	Draft 01	NJH	13/11/2020
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04	Revision 04	NJH	26/11/2020
05	Revision 05	NJH	27/11/2020
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07	Revision 07	NJH	07/12/2020

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Date **07/12/20**

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Contents

1 Introduction	7
2 Consultation Overview	9
3 Consultation Response	11
4 Respondents' Characteristics	13
5 Liveable Neighbourhoods: Background & Overview	18
6 Liveable Neighbourhoods: Key Principles	19
7 Liveable Neighbourhoods: Local Priorities	24
8 Liveable Neighbourhoods: Approach to Developing Schemes	33
9 Residents' Parking Strategy	38
10 On-Street Electric Vehicle Charging Strategy	45
11 Summary and Conclusions	51

APPENDIX SQ1: Survey Questionnaire

Table of Figures

Figure 4.1: Which one of the following options best describes how you are responding to this questionnaire?	13
Figure 4.2: Where do you live or where is your business located?	13
Figure 4.3: What would best describe your professional or working status?	14
Figure 4.4: How do you describe your sex?	14
Figure 4.5: Do you consider yourself to be a disabled person? (i.e. do you have physical or mental impairment which has a substantial long-term adverse effect on your ability to carry out day to day activities?).....	15
Figure 4.6: What was your age at your last birthday?	15
Figure 4.7: Do you have any dependent children?.....	16
Figure 6.1: Key principles for Liveable Neighbourhoods	19
Figure 7.1: Priorities for low traffic neighbourhoods (1).....	24
Figure 7.2: Priorities for low traffic neighbourhoods (2).....	25
Figure 7.3: Priorities for low traffic neighbourhoods (3).....	27
Figure 8.1: Proposed approach to low traffic neighbourhoods	33
Figure 9.1: Proposed approach to residents' parking schemes (1)	38
Figure 9.2: Proposed approach to residents' parking schemes (2)	39
Figure 10.1: Proposed approach to electric vehicle charging (1)	46
Figure 10.2: Proposed approach to electric vehicle charging (2)	47

1 Introduction

1.1 Aims & objectives

- 1.1.1 In March 2019 the council declared a Climate Emergency. This was in response to the latest science from the Intergovernmental Panel on Climate Change and clear demands from our community. The Council pledged to provide the leadership enabling B&NES and the council itself to become carbon neutral by 2030. This will have a significant impact on our role as an organisation and requires a step change across the public, private and community sectors within our area.
- 1.1.2 The Climate Emergency Action Plan was approved in October 2019 and recommends a major shift to mass transport, walking and cycling to reduce transport emissions. Liveable Neighbourhoods are an important part of our plan to tackle the climate emergency and to improve health and wellbeing across the area.
- 1.1.3 The Council's Corporate Strategy, publicly consulted upon and subsequently adopted in February 2020, includes two core policies: tackling the climate & nature emergency and giving the community a greater voice. These policies will shape everything we do.
- 1.1.4 The Corporate Strategy includes Liveable Neighbourhoods as a key commitment to help meet the climate emergency target. We shall work with communities to ensure that we listen to their views and take forward proposals with genuine community involvement.
- 1.1.5 The council's ambition for Liveable Neighbourhoods will breathe new life into residential areas by reducing the dominance of vehicles. The allocation of road space must be reconsidered to reduce carbon emissions, improve air quality and promote healthy lifestyles. Our vision is to provide fairer access for those travelling on foot and by bicycle, creating healthier outdoor spaces for everyone to enjoy. This includes improved walking and cycling routes, and vibrant local high streets where people can relax outside and connect with others.

1.2 Public consultation

- 1.2.1 A series of draft strategy documents were issued for public consultation between 9th September and 18th October 2020 (<https://beta.bathnes.gov.uk/liveable-neighbourhoods-consultation>) These documents included:
 - Consultation summary brochure
 - Low traffic neighbourhood strategy (Draft 2020);
 - Appendix A: Low traffic neighbourhood policy review;
 - Appendix B: Types of interventions and measures;

- Appendix C: Low traffic neighbourhoods case studies and best practice;
- Appendix D: low traffic neighbourhood proforma;
- Residents' parking schemes (Draft 2020); and
- On-street electric vehicle charging strategy (Draft 2020).

1.2.2 An online survey was issued to gauge public opinion on these documents. This report summarises feedback received from the 5-week consultation process. The report provides information on:

- the format of the consultation;
- the overall number of responses received;
- the quantitative data generated;
- the qualitative feedback provided, including that received outside of the formal survey consultation; and
- the consultation / engagement process.

1.2.3 The aim of the consultation and engagement process was to gather views towards the development of Liveable Neighbourhoods in Bath and North East Somerset.

1.3 Decision making process

1.3.1 Following the feedback, the strategy documents will be updated to guide the identification, design and development of Liveable Neighbourhoods, working closely with local communities. There will be increasing opportunities to engage with the council on individual projects when areas have been selected for further investigation.

1.4 Structure of the report

1.4.1 This report follows the structure of the consultation questionnaire and summary document. Following this introduction:

- section 2 summarises the overview of the consultation activities;
- section 3 provides a summary of the responses;
- section 4 details the demographic characteristics of the respondents;
- section 5 to 8 provides feedback on Liveable Neighbourhoods (Low Traffic Neighbourhoods Strategy);
- section 9 gives feedback on the Residents' Parking Scheme Strategy;
- section 10 gives feedback on the On-Street Electric Vehicle Charging Strategy; and
- section 11 provides a summary

2 Consultation Overview

2.1 Consultation format

2.1.1 This section provides an overview of the consultation activity and the type of feedback generated.

2.1.2 A web-based questionnaire was developed using Survey Monkey to seek views on the concept of Liveable Neighbourhoods as well as the three draft strategies that will shape them.

2.1.3 The questionnaire comprised 49 questions, 37 of which used a Likert scale from which an answer could be selected. The answer options were: strongly agree; agree; neither agree or disagree; disagree; and strongly disagree. In addition, there were five free text questions plus seven single answer questions. A copy of the survey questionnaire is provided as Appendix SQ1. The questions were divided as follows:

- Key Principles: questions 1-6;
- Local Priorities: questions 7-22;
- Steps to delivering Liveable Neighbourhoods: questions 22-27;
- Residents Parking Schemes: questions 28-35;
- On-Street Electric Vehicle Charging Strategy: questions 36-42; and
- About You: questions 43-49.

2.1.4 Alongside the survey, a consultation summary document was prepared to give guidance on the Liveable Neighbourhoods concept. Hard copies of both documents were available upon request from Council Connect. However, respondents were encouraged to access the survey online where possible.

2.1.5 Due to Covid-19 restrictions no public-facing drop-in events were held. Any queries were directed to the Liveable Neighbourhoods team via the following email address: LNconsultation@bathnes.gov.uk, through Council Connect or through elected Members of the council. During the consultation period, two webinars were conducted via Zoom where officers and Members discussed the proposals and responded to questions from the public. The recordings can be found online:

<https://www.youtube.com/watch?v=7lorgqE9UjA>

<https://www.youtube.com/watch?v=GXech8bUbQM>

2.2 Press and social media coverage

- 2.2.1 The consultation opportunity was held between 9th September and 18th October 2020 and publicised digitally via the council's website, twitter account, press release, parish liaison meetings, and a presentation was made to the Climate Emergency and Sustainability Policy Development and Scrutiny panel on 21st September 2020.
- 2.2.2 Any views that were expressed through social media or the press are not considered within this report.

3 Consultation Response

3.1 Feedback generated

3.1.1 The online survey generated 1,575 individual responses. 15 additional responses were submitted as letters or written directly on copies of the draft strategies.

3.1.2 The consultation analysis has involved both quantitative and qualitative data. Quantitative data is gathered through multiple choice or single answer questions producing numerical results. Qualitative data is gathered through open ended questions that ask about impressions, opinions and views in their own words. From these types of questions, the answers have been summarised into key themes.

3.2 Quantitative analysis

3.2.1 Section 4 provides a profile of respondents, whilst sections 5 to 10 provide an overview of the results for each question asked.

3.3 Qualitative data analysis

3.3.1 The more detailed, qualitative feedback generated from questions 6, 21, 27, 35 & 42 plus letters, emails and direct on the strategies themselves is summarised in sections 5 to 10.

3.3.2 To analyse the open-ended questions, a method of coding key words and themes was developed. These key words and themes enabled clear identification of the issues of greatest importance. Comments were abbreviated for ease of presentation in the analysis.

3.4 Survey bias

3.4.1 Some respondents to the questionnaire suggested that the questions were loaded or biased. Survey bias can take two main forms:

- Questionnaire bias, i.e. the questions asked and phrasing; and
- Response bias, e.g. the respondents are self-selecting and do not represent the population.

3.4.2 Questionnaire bias is considered below, whereas respondent bias is considered in section 4, Respondents' Characteristics.

3.5 Questionnaire bias

3.5.1 Some respondents remarked that the Likert questions (those with strongly agree to strongly disagree options) were loaded in favour of agreeing with the statement.

3.5.2 The Likert questions were phrased in the following way 'How strongly do you agree that ...'. This potentially generated some confirmation bias, where the respondent is led towards agreeing with the statement. The phrase 'or disagree' should have been included to counter this effect. The alternative approach is to ask, 'Do you agree or disagree with the following statements?'

3.5.3 Some questions also included the phrase How strongly do you agreed with i) the importance we've placed on ...' and ii) 'our approach'. This could also have generated confirmation bias.

3.5.4 Despite the potential scope for confirmation bias, the results demonstrate overwhelming support for the proposals. The actual level of potential bias is unknown, yet it's likely to be low and when taken into account is unlikely to change the high degree of general support for the proposals.

4 Respondents' Characteristics

4.1 General Characteristics

4.1.1 Questions 43 to 49 provided general information relating to respondents' individual characteristics. The results are provided in Figures 4.1 to 4.7.

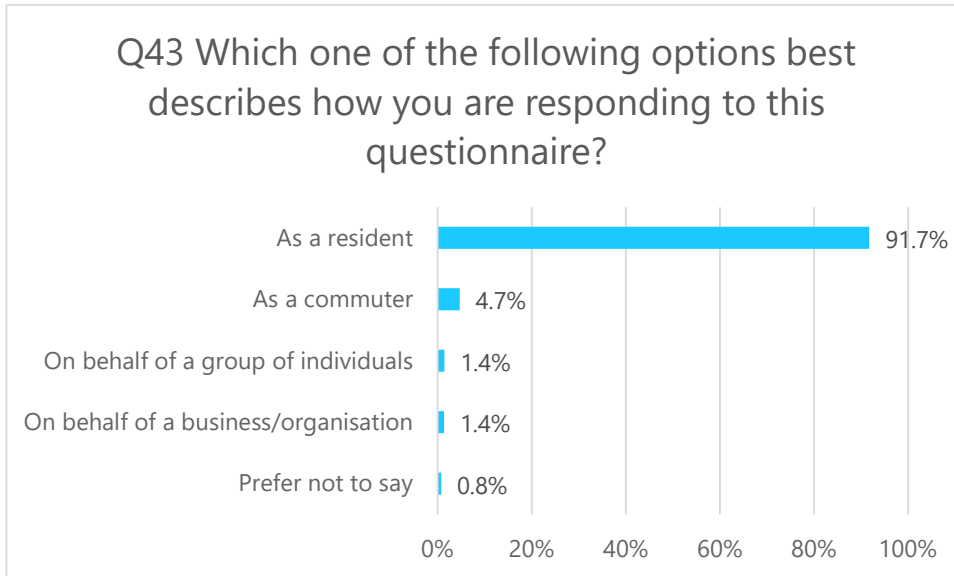


Figure 4.1: Which one of the following options best describes how you are responding to this questionnaire?

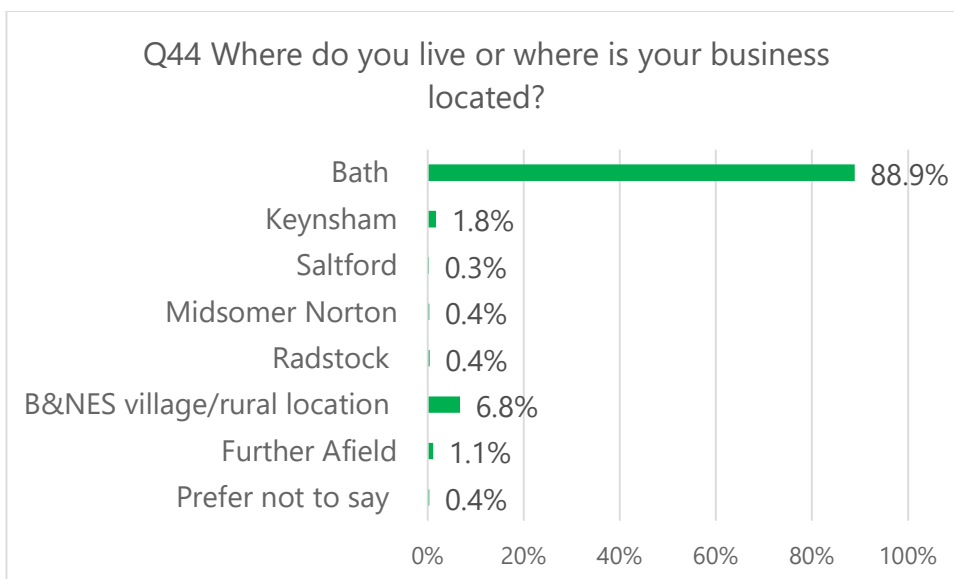


Figure 4.2: Where do you live or where is your business located?

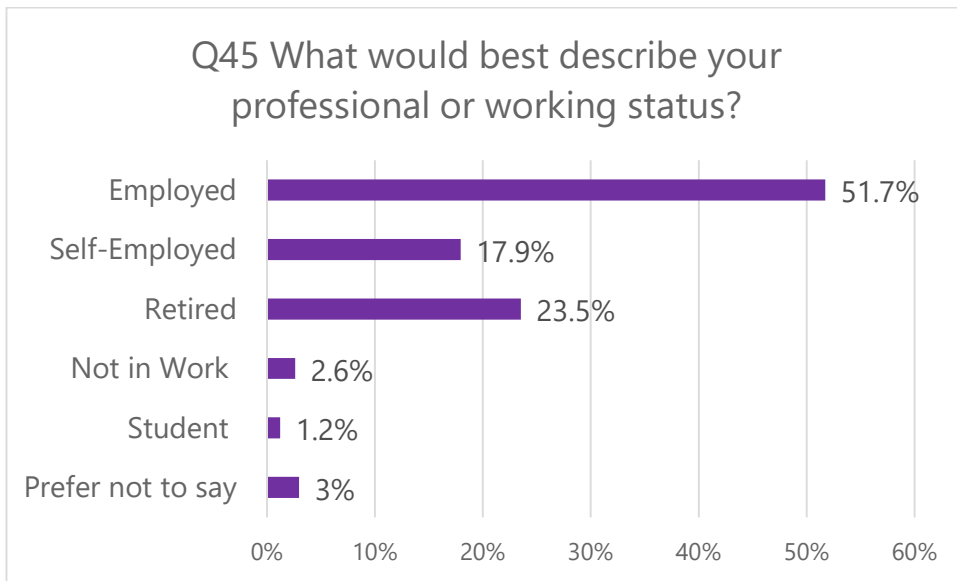


Figure 4.3: What would best describe your professional or working status?

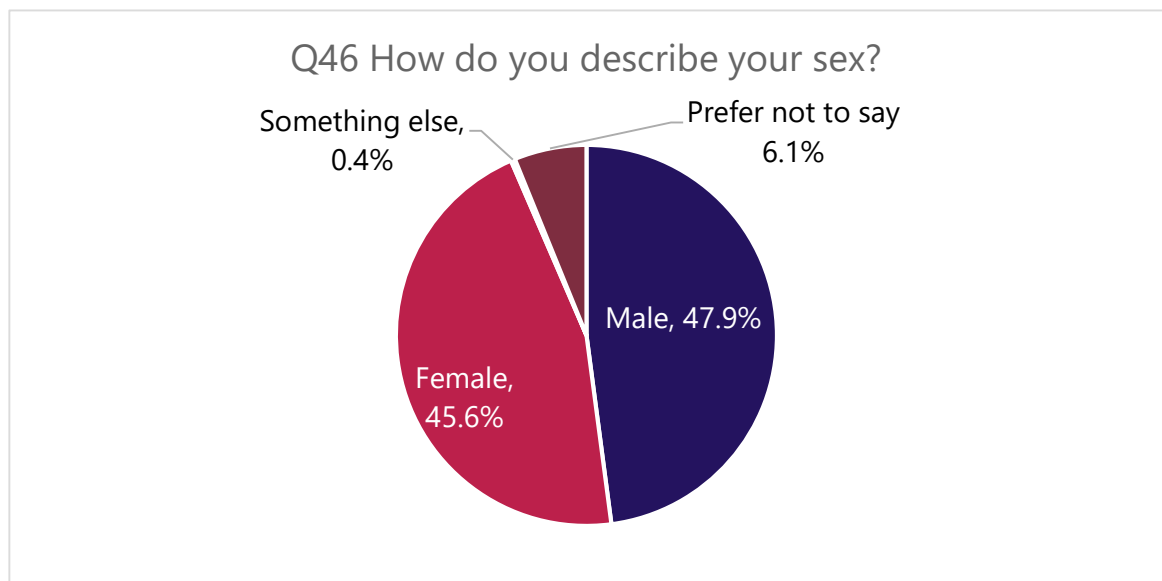


Figure 4.4: How do you describe your sex?

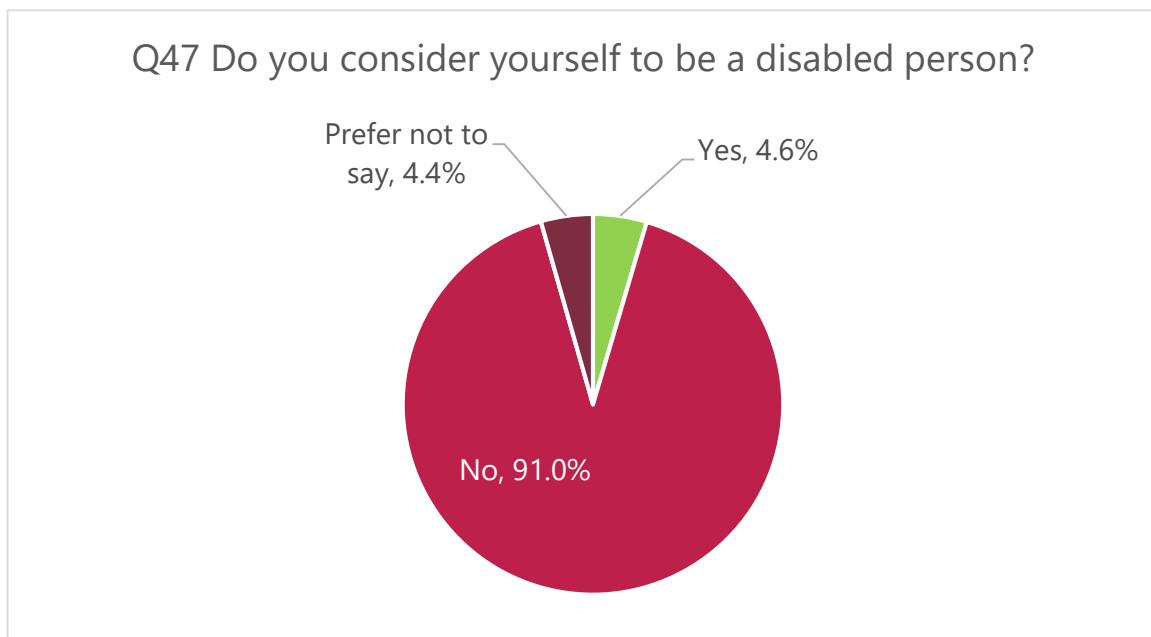


Figure 4.5: Do you consider yourself to be a disabled person? (i.e. do you have physical or mental impairment which has a substantial long-term adverse effect on your ability to carry out day to day activities?)

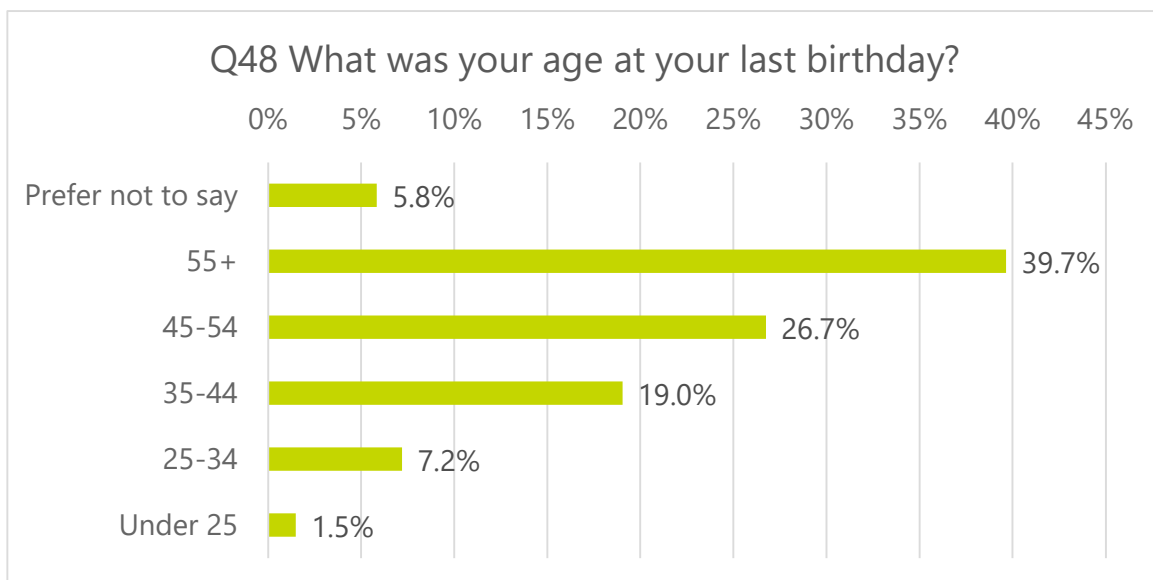


Figure 4.6: What was your age at your last birthday?

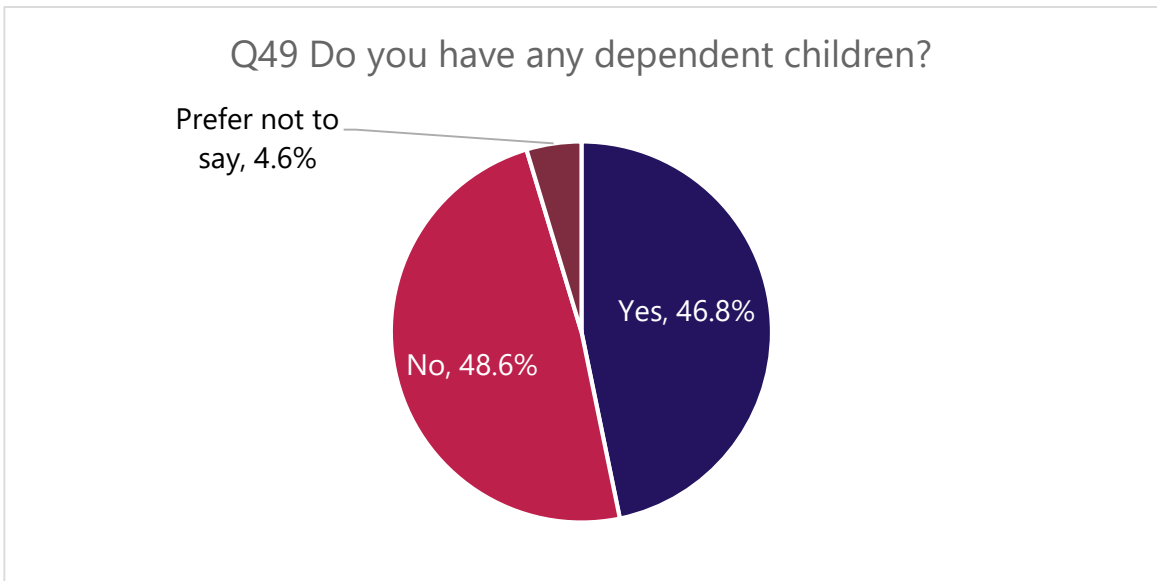


Figure 4.7: Do you have any dependent children?

4.2 Response distribution

- 4.2.1 Figure 4.1 indicates that the overwhelming number of responses were from residents (95%) and indicated that they lived in Bath (89%). These metrics are clearly evident. In developing Liveable Neighbourhoods, the views of affected business interests require attention.
- 4.2.2 Figure 4.2 indicates that the majority of respondents live in Bath. The questionnaire did not identify greater detail relating to home location. Given the subject, a significant number of respondents are more likely to live in residential areas affected by through traffic, commuter parking, student parking and poor air quality. Lower income households are likely to be under-represented. This is an important consideration relating to financial implications such as residents' parking permit fees and supporting electric vehicles (where the entry cost requirement is currently high). However, low income households are likely to accrue significant benefits more from measures to encourage walking, cycling and public transport.
- 4.2.3 Figure 4.3 indicates that 24% of the respondents stated that they were retired. This compares with 16% of the B&NES population classified as retired in the Office for National Statistics (ONS) annual population survey (2019/20).
- 4.2.4 Figure 4.4 indicates that the response rate for women and men was broadly similar (46% and 48% respectively) with only a slightly higher response rate for men.
- 4.2.5 Figure 4.5 indicates that 4.1% of responses considered themselves to be a disabled person. This is an under-representation of the population, with 16% of the B&NES population having a long-term health problem or disability (source: ONS)
- 4.2.6 Figure 4.6 indicates that the majority of respondents (67%) are over the age of 45 with 56% over the age of 55. The 2011 census indicates that 54% of the B&NES adult population are over the age of 45 and 38% are over 55. Figure 4.6 also indicates that 1.3% of respondents are under the age of 25. This compares with 16% of the B&NES adult population, who also have the lowest level of car availability (26% of 18-25 year olds in B&NES have no access to a car or van). The survey results should therefore be viewed in the context of some over-representation of older adults and corresponding under representation of younger adults. School and pre-school aged children were not expected to respond to the consultation, so their potential needs should also be taken into account. Previous studies of primary school children have indicated that a significant proportion would prefer to cycle to/from school, if they were given the choice.
- 4.2.7 Figure 4.7 indicates that just under 47% of respondents have dependent children. This compares to 40% of B&NES households who have dependent children (source: ONS).

5 Liveable Neighbourhoods: Background & Overview

5.1 Background

- 5.1.1 The overall aim of Liveable Neighbourhoods is to turn noisy, polluted and dangerous streets into pleasant, healthy and safe places for people to live, work, and connect with others. They present a relatively simple and cost-effective opportunity to reduce the dominance of vehicles in residential areas. This is without disadvantaging people with mobility restrictions, while also maintaining vehicle access to homes and businesses. The aim is to reduce use of motorised vehicles, rather than force traffic to use alternative routes.
- 5.1.2 Schemes including modal filters, one-way streets or width restrictions can be trialled before making them permanent, allowing changes to be made if necessary.
- 5.1.3 The comments received through the consultation help to build an understanding of the potential ways in which people may react to Liveable Neighbourhoods.

5.2 Overview

- 5.2.1 The following sections outline:
- Responses and key issues made within questions one to six of the Liveable Neighbourhoods Survey. These questions asked for opinions on the Key Principles relating to Liveable Neighbourhoods.
 - Responses and key issues made within questions seven to 21 of the Liveable Neighbourhoods Survey. These questions asked for opinions on the Local Priorities regarding Liveable Neighbourhoods.
 - Responses and key issues made within question 22 to 27 of the Liveable Neighbourhoods Survey. These questions asked for opinions on Our Approach to developing Liveable Neighbourhoods within B&NES.
- 5.2.2 Within these sections, comments are summarised to provide an overview of the range of feedback received. Where a comment was made multiple times, it is stated only once. The orders of comments do not imply any priority or weighting.
- 5.2.3 Section 6 first reports feedback to the key principles. Section 7 sets out comments to local priorities and section 8 provides feedback on the proposed approach to delivering Liveable Neighbourhoods.

6 Liveable Neighbourhoods: Key Principles

6.1 Introduction

6.1.1 Figure 6.1 graphically represents responses relating to key principles for Liveable Neighbourhoods using horizontal stacked bars. Each bar represents responses to a separate question, with a summary provided in the preceding text. The number of respondents agreeing or strongly agreeing with the statement are displayed in green and dark green, respectively. Respondents disagreeing or strongly disagreeing with the statement are shown in pink and red, respectively. The proportion of respondents expressing no opinion is shown in yellow.

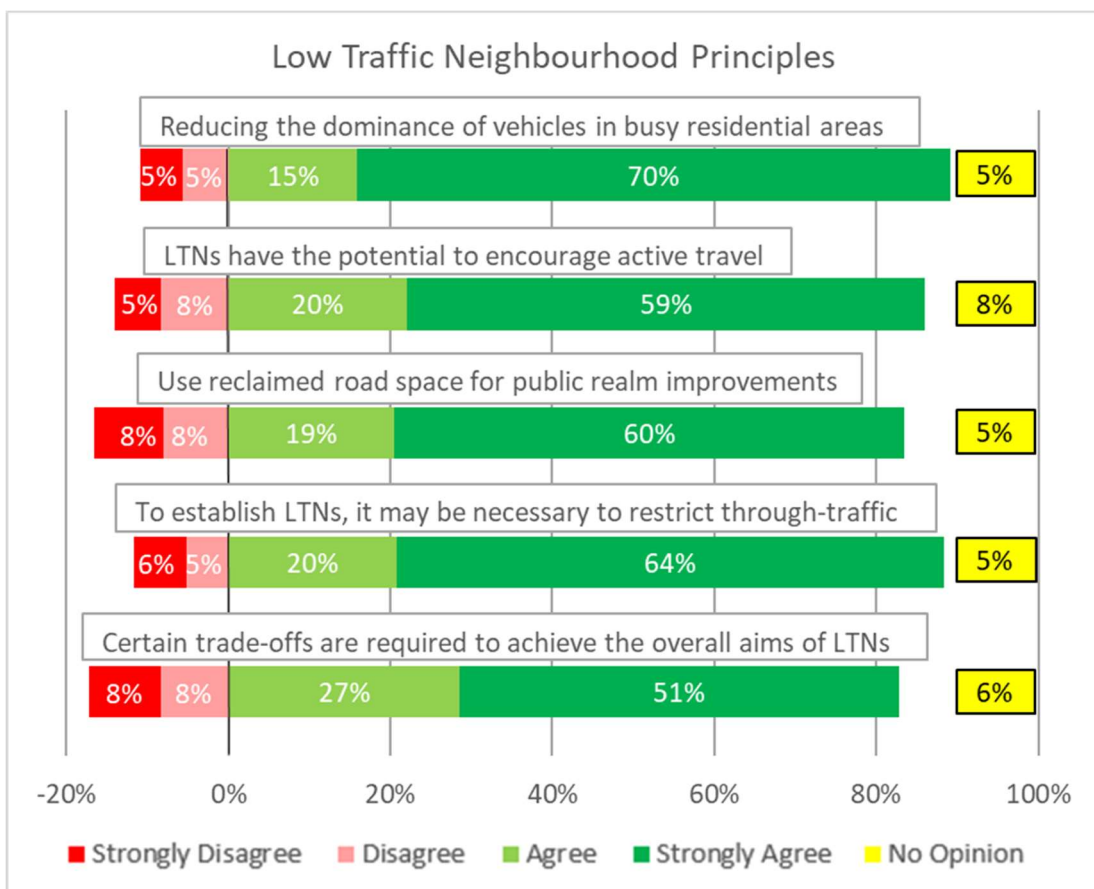


Figure 6.1: Key principles for Liveable Neighbourhoods

Question 1: Reducing the dominance of vehicles

- 6.1.2 85% of respondents agreed or strongly agreed with the principle of reducing the dominance of vehicles in busy residential areas by using more road space for safer active travel, such as walking, cycling and public transport to improve our environment, health and wellbeing. 10% disagreed or strongly disagreed with this statement.

Question 2: Potential to encourage active travel

- 6.1.3 80% of respondents agreed or strongly agreed with the principle of low traffic neighbourhoods having the potential to encourage active travel among those that are able, and therefore reduce the overall use of cars. 13% disagreed or strongly disagreed with that statement.

Question 3: Reclaimed road space

- 6.1.4 79% of respondents agreed or strongly agreed with the principle of using reclaimed road space for public realm improvements. For example, attractive seating, places to meet, electric vehicle charging and electric car club areas (as suits the community). 13% disagreed or strongly disagreed with that statement.

Question 4: Restricting through traffic

- 6.1.5 84% of respondents agreed or strongly agreed that to establish Liveable Neighbourhoods, it may be necessary to restrict through-traffic on certain streets (with various measures or modal filters) while also maintaining vehicle access to homes and businesses. 11% disagreed or strongly disagreed with that statement.

Question 5: Trade-offs

- 6.1.6 78% of respondents agreed or strongly agreed that certain trade-offs are required to achieve the overall aims of Liveable Neighbourhoods. This includes residents and visitors in some cases driving for longer to reach a main road, and also a loss of some on-street parking (where the community supports this). 16% disagreed or strongly disagreed with that statement.

6.2 Key principles for Low Traffic Neighbourhoods: text responses

Overview

- 6.2.1 Respondents highlighted several key themes in relation to Low Traffic Neighbourhoods in B&NES and would often include more than one of these themes in their response.
- 6.2.2 Issues raised in relation to the concept of Liveable Neighbourhoods included strong support for the creation of safer spaces, improving resident's wellbeing and improving air quality. Additionally, numerous areas and streets that residents felt would benefit from being designated a liveable neighbourhood were identified.
- 6.2.3 The impact on parking provision in residential areas for older residents and those with restricted mobility, was highlighted. Other respondents felt that the level of student cars present in some areas was a key concern.
- 6.2.4 Many respondents highlighted their concerns about current traffic flow and speed. Concerns regarding pollution and air quality with the consequent impact on the health, safety and well-being of residents were also stated. The Clean Air Zone will be implemented in Bath from March 2021. This will support Liveable Neighbourhoods work in terms of reducing emissions and improving air quality.
- 6.2.5 In relation to active travel, respondents commented on the need for greater supporting infrastructure to deliver improved health opportunities and safer travel for all. Particular importance was given to supporting children walking and cycling to school and the need for safer routes to facilitate this. Improved links for cycling from areas outside of Bath to the city was also highlighted. Some respondents expressed concern at the topography in Bath and how this could present a barrier for some residents to walk and cycle.
- 6.2.6 Of the 1,574 responses to the Liveable Neighbourhoods Survey, there were 583 responses to question 6 regarding key principles which are based on national and international best practice. These principles are continually evolving, and the council's approach will evolve with them. Key themes are summarised below.

Low Traffic Neighbourhoods

- 6.2.7 Overall, 102 comments received referred to the concept of Liveable Neighbourhoods.
- 6.2.8 Issues raised by respondents included strong support for the creation of safer spaces, improving resident's wellbeing and improving air quality. A number of areas and streets that residents felt would benefit from being designated a liveable neighbourhood were identified.
- 6.2.9 Some residents expressed concerns about displacement of traffic. However, others highlighted the need to ensure that residents with mobility impairments were fully consulted and considered during scheme development.

6.2.10 The responses received from residents' associations and other parties outside of the online survey further expressed strong support for Liveable Neighbourhoods. Issues raised included the need to reference the impact of Covid19, especially for community consultation and recognition of the benefits of Liveable Neighbourhoods, in terms of increased physical activity, and positive impacts on health and wellbeing. The need for a robust consultation and monitoring process was also stated.

6.2.11 Some concerns were expressed as to how displaced traffic would be dealt with. Also, the potential impacts on those with mobility impairments was of concern.

6.2.12 **Actions:** The council will ensure proper consideration is afforded to people with mobility restrictions within the design and consultation process to ensure that these residents will not be disadvantaged.

Ensure all residents can access the consultation process for Liveable Neighbourhoods. Materials will be available as digital and hard copies.

Car Parking

6.2.13 211 comments received were related to car parking. Respondents questioned how car parking provision would be affected. The potential loss of car parking was raised including loss of spaces outside or near home plus the impact on people with restricted mobility.

6.2.14 Current difficulties included the need to address student parking and school-related traffic & parking in certain areas. Support to move away from car-based transport was highlighted. However, concern relating to the potential of restricted on-street parking for families was cited.

6.2.15 **Actions:** The residents' parking terms and conditions to be reviewed in conjunction with expanding the areas covered.

The council to engage with the universities with the aim of reducing the number of students bringing cars to Bath.

Further work with schools to encourage active travel and address parking concerns in the vicinity of schools.

Expand residents parking zones to areas with greatest need, in first instance.

Traffic & Congestion (including vehicle speed, road safety, air quality)

6.2.16 495 comments referencing traffic and congestion were received. Respondents commented as to how traffic flows would be affected. Concern was raised regarding current and future levels of traffic flow and speed, as well as pollution and air quality. Strong support was expressed for measures to reduce traffic flow and speed to make streets safer for active travel to work and schools.

6.2.17 A number of responses included reference to specific areas both within Bath and rural areas.

6.2.18 **Action:** Implementation of Liveable Neighbourhoods will stem through traffic, thereby addressing some speeding concerns. The council to work with the Police to promote speed awareness education and address any remaining issues that occur.

Active Travel (including walking & cycling infrastructure plus health)

6.2.19 219 comments referencing active travel and health were received. Respondents commented on the need for greater infrastructure to support active travel as well as improved health opportunities and safer travel for all. Particular importance was given to the priority of supporting children walking and cycling to school and the need for safer routes to facilitate this. The need for improved links for cycling from areas outside of Bath to the city was also highlighted as was secure cycle parking.

6.2.20 Respondents expressed support for the encouragement of active travel. However, some concern as to how those with mobility impairments may be able to participate was expressed. Improvements for public transport were considered necessary.

6.2.21 Some responses did express concern at the topography in Bath and how this might be a barrier for some residents.

6.2.22 **Action:** The council will ensure that the development of Liveable Neighbourhoods in B&NES will include safe routes to school, coordinated cycle route improvements and secure on-street cycle parking for residents.

7 Liveable Neighbourhoods: Local Priorities

7.1.1 Figure 7.1 to 7.3 graphically represent responses relating to priorities for Liveable Neighbourhoods.

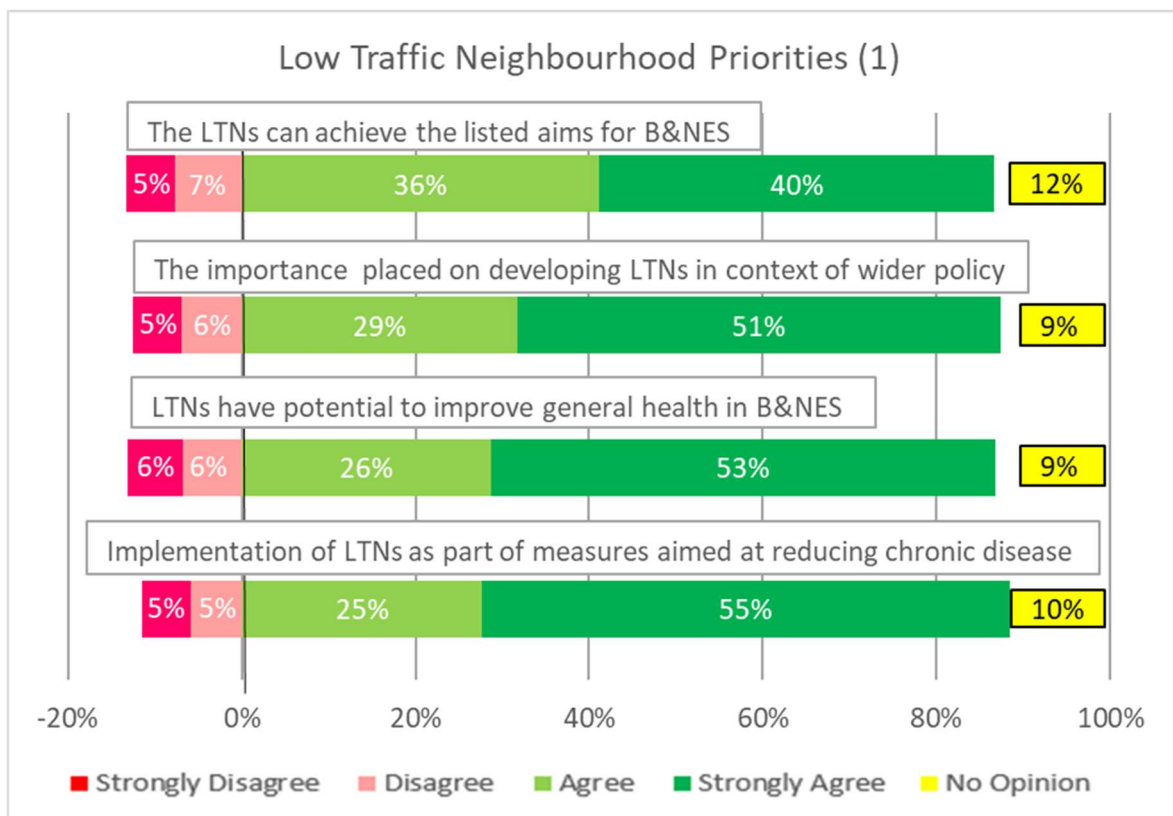


Figure 7.1: Priorities for low traffic neighbourhoods (1)

Question 7: Listed Aims

7.1.2 76% of respondents agreed or strongly agreed that Liveable Neighbourhoods can achieve the listed aims for B&NES. 12% disagreed or strongly disagreed with that statement.

Question 8: Developing Liveable Neighbourhoods Context

7.1.3 76% of respondents agreed or strongly agreed with the importance we've placed on developing Liveable Neighbourhoods in the context of wider policy. This includes clean air plans, transport strategies, park and ride expansion, bus improvement plans, and health strategies. 12% disagreed or strongly disagreed with that statement.

Question 9: Potential to Improve General Health

7.1.4 76% of respondents agreed or strongly agreed that Liveable Neighbourhoods have the potential to improve general health in B&NES by encouraging a more active lifestyle and reducing isolation and loneliness. 12% disagreed or strongly disagreed with that statement.

Question 10: Implementation as a range of measures

7.1.5 76% of respondents agreed or strongly agreed with supporting the implementation of Liveable Neighbourhoods as part of a range of measures aimed at reducing chronic disease, such as heart and lung disease. 10.49% disagreed or strongly disagreed with that statement.

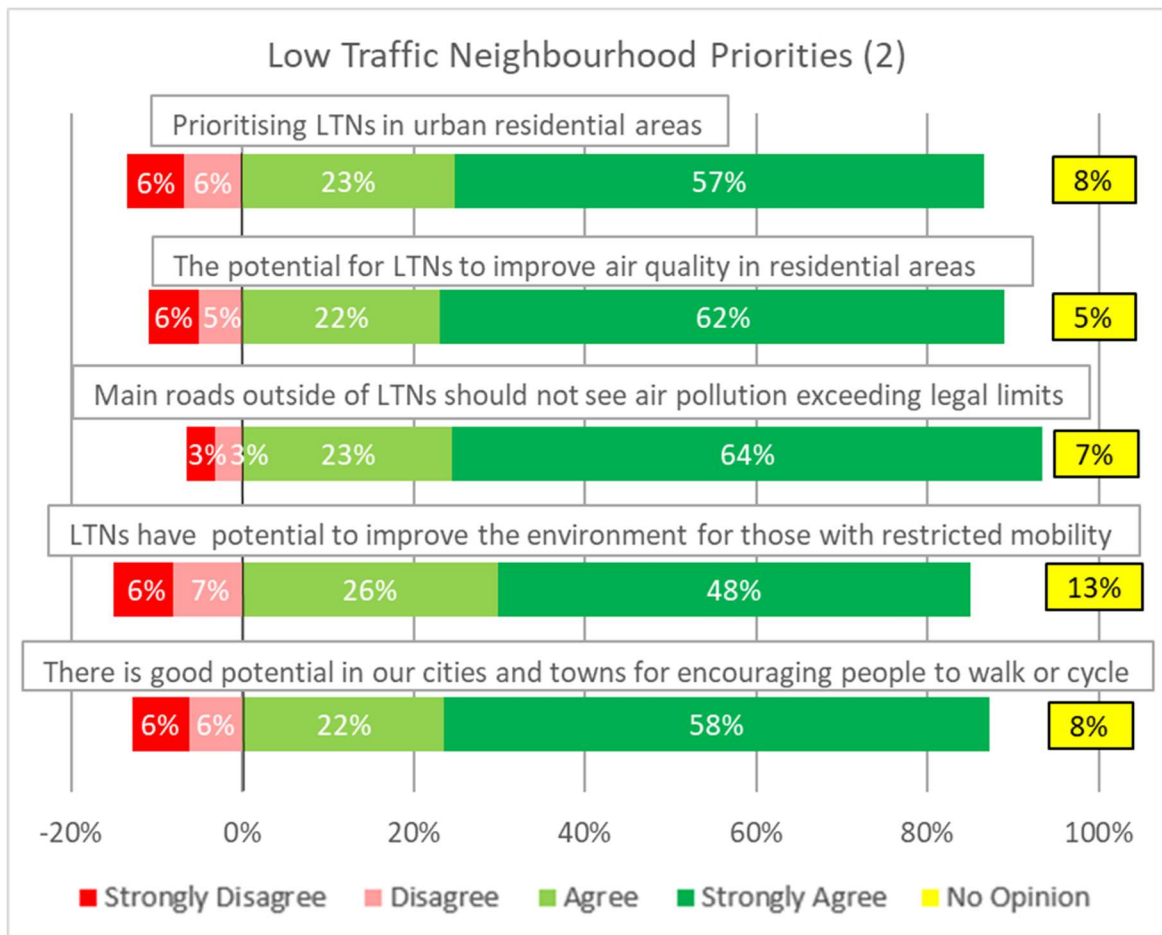


Figure 7.2: Priorities for low traffic neighbourhoods (2)

Question 11: Liveable Neighbourhoods in Urban Residential Areas

- 7.1.6 80% of respondents agreed or strongly agreed with our approach of prioritising Liveable Neighbourhoods in urban residential areas. 13% disagreed or strongly disagreed with that statement.

Question 12: Air Quality in Residential Areas

- 7.1.7 83% of respondents agreed or strongly agreed with the potential for Liveable Neighbourhoods to improve air quality in residential areas by reducing through-traffic and overall car use. 10% disagreed or strongly disagreed with that statement.

Question 13: Main Roads Air Pollution

- 7.1.8 87% of respondents agreed or strongly agreed with our approach that main roads and areas outside of Liveable Neighbourhoods should not see air pollution exceeding legal limits as a result of its development. 6% disagreed or strongly disagreed with that statement.

Question 14: Environment for Restricted Mobility

- 7.1.9 74% of respondents agreed or strongly agreed that Liveable Neighbourhoods have the potential to improve the environment for those with restricted mobility or other disabilities, including access to shops and homes. 13% disagreed or strongly disagreed with that statement.

Question 15: Walking or Cycling Short Car Journeys

- 7.1.10 80% of respondents agreed or strongly agreed that there is good potential in our cities and towns for encouraging people to walk or cycle short car journeys, given better availability of e-bikes to tackle hills, and also improved walking and cycling infrastructure. 12% disagreed or strongly disagreed with that statement.

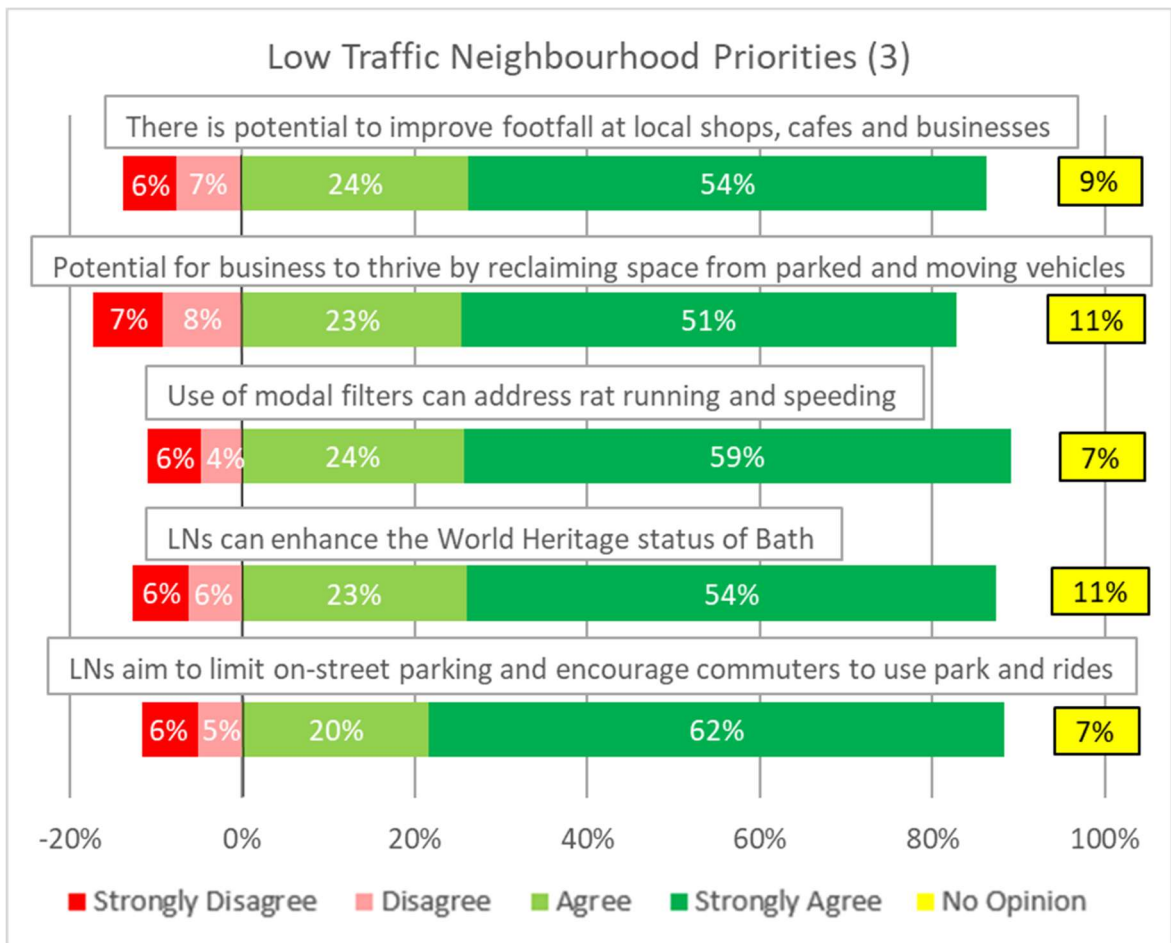


Figure 7.3: Priorities for low traffic neighbourhoods (3)

Question 16: Potential to Improve footfall

7.1.11 83% of respondents agreed or strongly agreed that there is potential to improve footfall at local shops, cafes and businesses by providing more attractive walking and cycling links to local high streets. 13% disagreed or strongly disagreed with that statement.

Question 17: Reclaiming Space

7.1.12 83% of respondents agreed or strongly agreed that there is potential for local shops, cafes and businesses to thrive by reclaiming space from parked and moving vehicles (while ensuring access for people with disabilities and for deliveries). 15% disagreed or strongly disagreed with that statement.

Question 18: Road Closures and Modal Filters

7.1.13 83% of respondents agreed or strongly agreed that the use of road closures and modal filters, such as bollards, bus gates, attractive planters and no-entry signs can address rat running, speeding and inappropriate use of roads by HGVs in busy residential areas. 10% disagreed or strongly disagreed with that statement.

Question 19: Enhancing World Heritage Status

7.1.14 77% of respondents agreed or strongly agreed that Liveable Neighbourhoods can enhance the World Heritage status of Bath, provided they are developed in line with the relevant local planning policy. 11% disagreed or strongly disagreed with that statement.

Question 20: Limiting Parking

7.1.15 82% of respondents agreed or strongly agreed that Liveable Neighbourhoods should aim to limit on-street parking, prioritise parking for residents, and encourage commuters to use park and ride/public transport (in-line with wider policy). 11% disagreed or strongly disagreed with that statement.

7.2 Key priorities: Text responses

7.2.1 421 responses were received to question 21 regarding local priorities for Low Traffic Neighbourhoods (LTNs). Of these, 130 were supportive of LTNs and 145 were negative. A number of themes arose and are summarised below.

Topography and hilliness of Bath

- 7.2.2 32 respondents highlighted how Bath's topography would make the aims of the strategy to increase walking and cycling more challenging. Some believed that Bath's hilly terrain made the car the most appropriate mode of transport in the city. Therefore, to restrict vehicle movements would not be an appropriate intervention.
- 7.2.3 A number of respondents stated that hills in Bath would especially hamper the ability of those residents that were less fit or able bodied to adapt their travel behaviour to cycling or walking, or to use a bike for daily errands such as shopping.
- 7.2.4 A few respondents commented that electric bikes could help some negotiate the hills of Bath. However, they may not meet everyone's needs.
- 7.2.5 Some respondents highlighted that cycle lanes would make hills with high levels of travel more feasible for cycling. If cycle lanes were implemented on hills, they believed people would use them.

Impact on the disabled and those with mobility issues

- 7.2.6 Respondents expressed a general concern for the ability of residents with mobility issues to adapt their travel behaviour when vehicle access is restricted, as a result of LTNs. They cautioned the ability of those residents to adopt alternative travel behaviours such as walking or cycling, particularly when considering the hilly terrain in Bath.
- 7.2.7 A few respondents were concerned that Resident Parking Zones would mean those with mobility issues would not be able to park outside their home.
- 7.2.8 Some respondents felt that residents with mobility issues could have their freedom curtailed by the new measures. This would result in reduced access shops and services or limit the option to visit friends and relatives by car, prompting exclusion and isolation.

Prioritising public transport improvements

- 7.2.9 86 respondents highlighted the importance of reducing the cost of public transport, improving ability of bus services within Bath, and bus services connections from rural areas.
- 7.2.10 Some respondents felt public transport improvements should be a high priority. This would allow those with mobility issues to continue accessing areas of the city if the option of traveling by car was made more difficult.
- 7.2.11 Many respondents felt public transport improvements should be a priority due to the topography of Bath.
- 7.2.12 A number of respondents believed public transport needed to be cheaper to encourage more families to use it for school travel.

7.2.13 **Action:** The council will work with the West of England Combined Authority to develop measures to promote public transport in conjunction with Liveable Neighbourhood interventions.

Affordability of electric bicycles

7.2.14 Electric bikes were referred to 28 times in comments on local priorities. Many respondents saw electric bikes as important for tackling Bath's challenging topography and supporting those with a disability or mobility issues.

7.2.15 Some respondents highlighted the high costs of owning an electric bike will most models available between £600-£3,000. There were concerns that good quality ebikes would be out of reach for many residents and family groups.

7.2.16 A few respondents felt there needed to be a subsidy scheme to reduce the cost of electric bikes to make them accessible for all. It is understood that the government is due to announce a major funding boost to support ebike purchases in Spring 2021.

7.2.17 **Action:** The council will incorporate measures to encourage the use of ebikes within Liveable Neighbourhoods, including secure storage (for both electric and standard cycles) and loan schemes.

Impact on local business

7.2.18 31 respondents referred to the impact of LTNs on businesses.

7.2.19 Some respondents believed that businesses benefitted from customers being able to park their car nearby and were therefore concerned about the impact parking and vehicle access restrictions would have on local trade.

7.2.20 Some respondents were particularly concerned for those small businesses that sold products or quantities of product that would not be appropriate for the customer to transport by walking and cycling. There was a risk these shops would see a loss of business if parking was restricted.

7.2.21 There was a recognition that businesses were already struggling with the impact from coronavirus, and that restricted car parking outside shops and restaurants would further reduce footfall and potential customers. A few respondents questioned the timing of the strategy and expressed a clearly felt need to support and prioritise businesses in the short term.

7.2.22 Several respondents recognised the positive impact LTNs could have on local trade by improving the environment for pedestrians and cyclists. Some highlighted the importance of communicating this opportunity to concerned business owners. Recommendations included referring to case studies from elsewhere demonstrating a positive impact on footfall, and lessons learned.

7.2.23 **Action:** The council will support businesses to engage with the Liveable Neighbourhoods process and beyond by making available a portfolio of case studies where local trade has been influenced by an LTN. This can be used by business owners and the council to understand how LTNs can become a positive intervention for local business. Business representatives can draw upon this resource in engagement sessions with the council to determine the suitability of proposed measures and during the design stage.

Displacement of traffic

7.2.24 18 respondents expressed concerns about the displacement of traffic as a result of an LTNs which could increase traffic, congestion and pollution along main roads. These respondents raised fairness and justice issues around the displacement of traffic, as some areas would be disproportionately impacted by an increase in traffic whilst other areas benefitted from quieter streets.

7.2.25 Some respondents who lived on main roads were worried by potential negative impacts of LTN schemes.

7.2.26 The LTN strategy states that an increase in pollution along main roads would not be permitted to exceed legal air quality limits. Some respondents criticised this position, suggesting that any increase in air pollution should be a matter of concern.

7.2.27 Many respondents believed in the need for a whole city approach to LTNs to avoid transfer of pollution and congestion to other areas.

7.2.28 **Action:** The council will aim to minimise the long-term displacement of existing traffic onto main roads by increasing capacity for alternative modes on main route corridors, including walking, cycling and public transport.

Infrastructure for cyclists

- 7.2.29 21 respondents highlighted the need to improve provision for cyclists. Improving the safety and attractiveness of cycling was important to encourage more people to adopt that travel behaviour. Specific recommendations included; separating cyclists and walkers; creating cross city routes that avoided main roads; and cycle infrastructure linking urban and rural areas.
- 7.2.30 Respondents also wanted to see safe cycle routes to schools. Supporting cycling to school would support health and wellbeing of pupils and meet the needs of families who wanted to cycle but currently felt unsafe doing so.
- 7.2.31 Some respondents believed that creating safe cycle routes up hills should be a priority. Specific reference was made to Prior Park Road, Widcombe Hill, and Claverton Down Rd.
- 7.2.32 A few respondents felt that Bath did not have the space available to implement comprehensive provision for cyclists.

School travel

- 7.2.33 30 respondents highlighted school travel in their comments. Many of these respondents believed LTNs would provide a safer and more amenable environment for walking and cycling around schools and would encourage more families to adopt these travel behaviours. References regarding public transport and cycling are included above.
- 7.2.34 Some respondents believed that roads with schools should be within an LTN, rather than being designated main boundary roads. Specific reference was made to St Andrew's Church School adjacent to Julian Road, Bath

8 Liveable Neighbourhoods: Approach to Developing Schemes

8.1 Summary

8.1.1 Questions 22 to 27 of questionnaire related to the council's proposed approach to developing Liveable Neighbourhoods. The results for the 5 quantitative questions are demonstrated graphically in Figure 8.1 and summarised below.

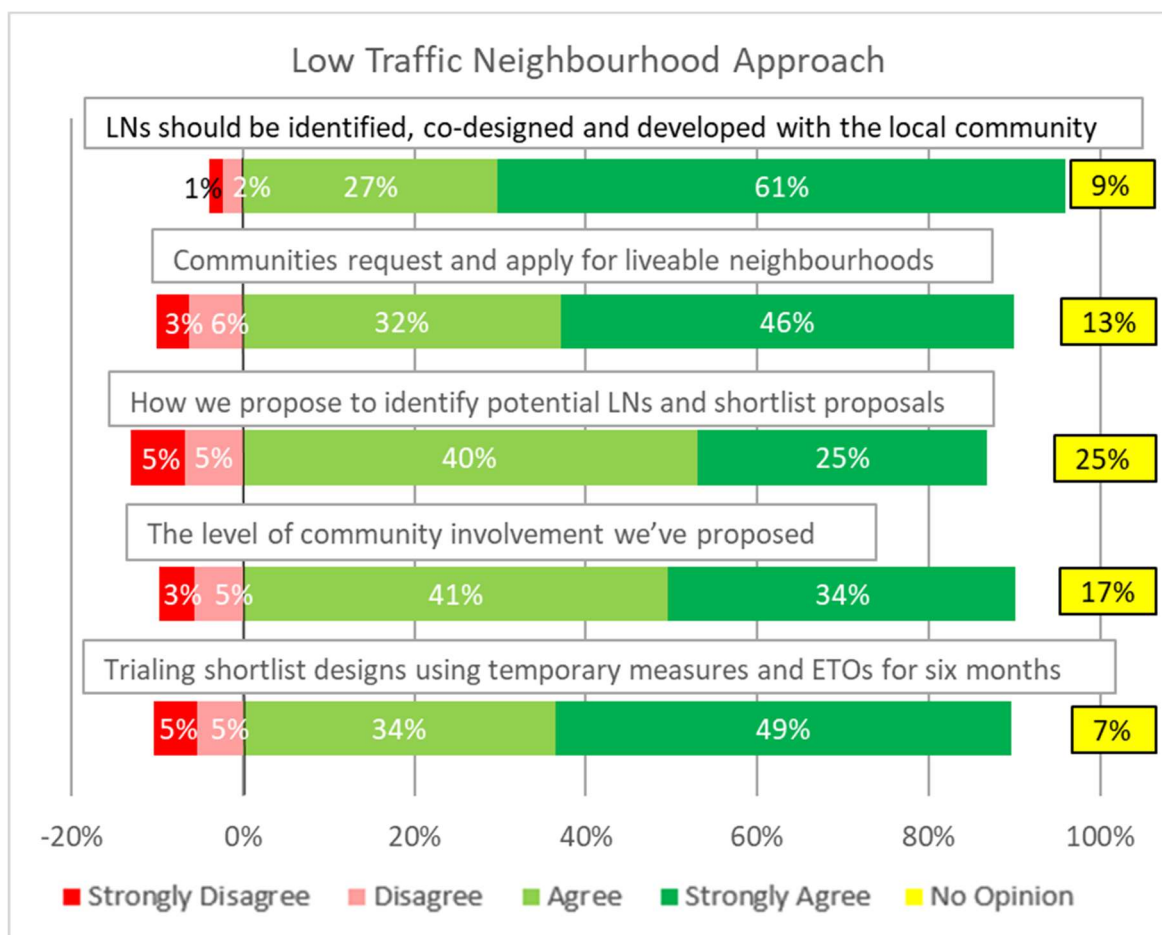


Figure 8.1: Proposed approach to low traffic neighbourhoods

Question 22: Co-design

- 8.1.2 89% of respondents agreed or strongly agreed that Liveable Neighbourhoods should be identified, co-designed and developed with the local community, with particular emphasis on gathering a wide range of perspectives. 4% of respondents either disagreed or strongly disagreed with this statement.

Question 23: Application process

- 8.1.3 78% of respondents agreed or strongly agreed with our approach to let communities request and apply for Liveable Neighbourhoods, with a description of the issues hoped for address and proof of the level of support in the area. 9% of respondents either disagreed or strongly disagreed.

Question 24: Shortlisting

- 8.1.4 65% of respondents agreed or strongly agreed with how we propose to identify potential Liveable Neighbourhoods and shortlist proposals using a scoring system. 25% neither agreed nor disagreed whilst 10% disagreed or strongly disagreed.

Question 25: Community involvement

- 8.1.5 75% of respondents agreed or strongly agreed with the level of community involvement we have proposed for reviewing design options and developing suitable designs for liveable communities. This includes webinars, design workshops, drop-ins and meetings. 8% either disagreed or strongly disagreed.

Question 26: Trial of shortlist designs

- 8.1.6 83% of respondents agreed or strongly agreed with our proposal to trial shortlist designs using temporary measures and experimental traffic orders (ETOs) for six months. During this time, we can monitor and evaluate its effectiveness before making it permanent. 10% of respondents either disagreed or strongly disagreed with this statement.

8.2 Approach to the development of Liveable Neighbourhoods: text responses

- 8.2.1 334 responses were received to question 27 regarding our approach to the development of Liveable Neighbourhoods. Numerous themes arose and these are summarised below.

Liveable Neighbourhood Methodology

- 8.2.2 Overall, 34 comments recommended adjustments to the methodology. Whilst some respondents were positive, there was general concern that the approach needed to be simplified for the community to understand and participate. Some respondents explained further that they were confused by who would take the lead with proposing an area, whether it was residents, local councillors or the council.
- 8.2.3 Respondents raised concerns surrounding how the proposals would be scored, explaining that the consultation documents lacked transparency on the criteria for success.
- 8.2.4 It was recommended by other respondents that the council should propose viable schemes which would form part of wider strategies. These would then be evaluated by local residents through a consultation period.
- 8.2.5 **Action:** The council will ensure that design and development of each scheme will include identification of critical success factors with the local community as part of the co-design process.

Community Involvement

- 8.2.6 86 of the 334 responses to question 27 (further comments on Liveable Neighbourhoods) mentioned community involvement.
- 8.2.7 Respondents often cited community involvement as a key element of scheme development. They noted that the council was correct to ensure community consultation was conducted throughout the process. This would assist in developing sustainable support through the life of the scheme. However, there was concern that some communities do not have the level of organisation that others do. Therefore, they could be disadvantaged if requests are community driven.
- 8.2.8 Nonetheless, there were mixed responses to community involvement. Respondents felt that the council should be more forceful in its approach to delivering schemes, reducing the amount of consultation conducted. Issues raised included the effect of dominant vocal groups within the community. Groups like these may not represent what the majority of the community desired. However, vocal groups could form with opposing views, both supporting and opposing proposed schemes.

Consultation approach

- 8.2.9 82 comments received to question 27 related to the council's consultation approach.

- 8.2.10 The responses were mixed. Respondents mentioned that seeking views from residents and businesses surrounding any proposed areas of low traffic neighbourhoods is important. However, others felt that consultation requires a careful approach as a proposal generating many conflicting opinions can lead to policy stagnation. Additionally, it was noted that local and national policy is attempting to improve active travel, so consultations should not be a barrier to scheme delivery.
- 8.2.11 Respondents requested that it should be made clearer who and how communities will be consulted. Engagement methods needed to be widespread and reach large groups of people.
- 8.2.12 Many respondents expressed the view that decisions should be based on data and opinions from professionals, not from consultation responses alone.
- 8.2.13 **Action:** The council will publish a consultation strategy setting out how residents, businesses and other stakeholders will be consulted during the development and implementation of liveable neighbourhoods.

Trial Period

- 8.2.14 45 comments received related to the proposed trial period.
- 8.2.15 Many respondents were fully supportive of trial period but stated it was necessary to reconsult with residents towards the end of the trial. Several comments further explained that any trial period must have the residents' agreement prior to implementation.
- 8.2.16 Respondents recommended that the trial period should be extended as it could be beneficial to observe any habitual changes. Others felt that six months was too long for a trial period and that it was possible to gauge whether an intervention was working after a few days.
- 8.2.17 An issue frequently raised related to the identification of success factors in advance of scheme implementation. Respondents wanted reassurance that interventions must be reversed if they do not achieve their intended aims.
- 8.2.18 B&NES' response: An experimental traffic order allows schemes to be tested in a 'live' situation. Formal objections can be submitted within 6 months and if the scheme proves successful it must be made permanent within 18 months. If a scheme proves unsuccessful it can be withdrawn immediately. If a scheme appears to be working, then it can be made permanent between 6 and 12 months. If additional year-round data is required, then the full 18 months may be required.
- 8.2.19 The success criteria will be based upon how the scheme performs against the strategy objectives and if the scheme benefits significantly outweigh the costs. Quantitative measurements can be used in this assessment to inform decision making. However, there will inevitably be an element of political judgement. Many people will enjoy substantial benefits, whilst others may be disadvantaged. For example, non-resident commuters and residents who make a higher number of short car trips. If the majority of residents enjoy significant benefits and wider climate change and other relevant objectives are met, then the final political judgement will be easier to make.
- 8.2.20 **Action:** The council will consider ongoing evidence when deciding upon the time period of an experimental traffic order, up to the legal limit of 18 months.

9 Residents' Parking Strategy

9.1 Summary

9.1.1 Questions 28 to 35 of the survey related to the council's proposed approach to reviewing and expanding resident parking zones. The results for the 7 quantitative questions are provided graphically in Figure 9.1 & 9.2 and summarised below.

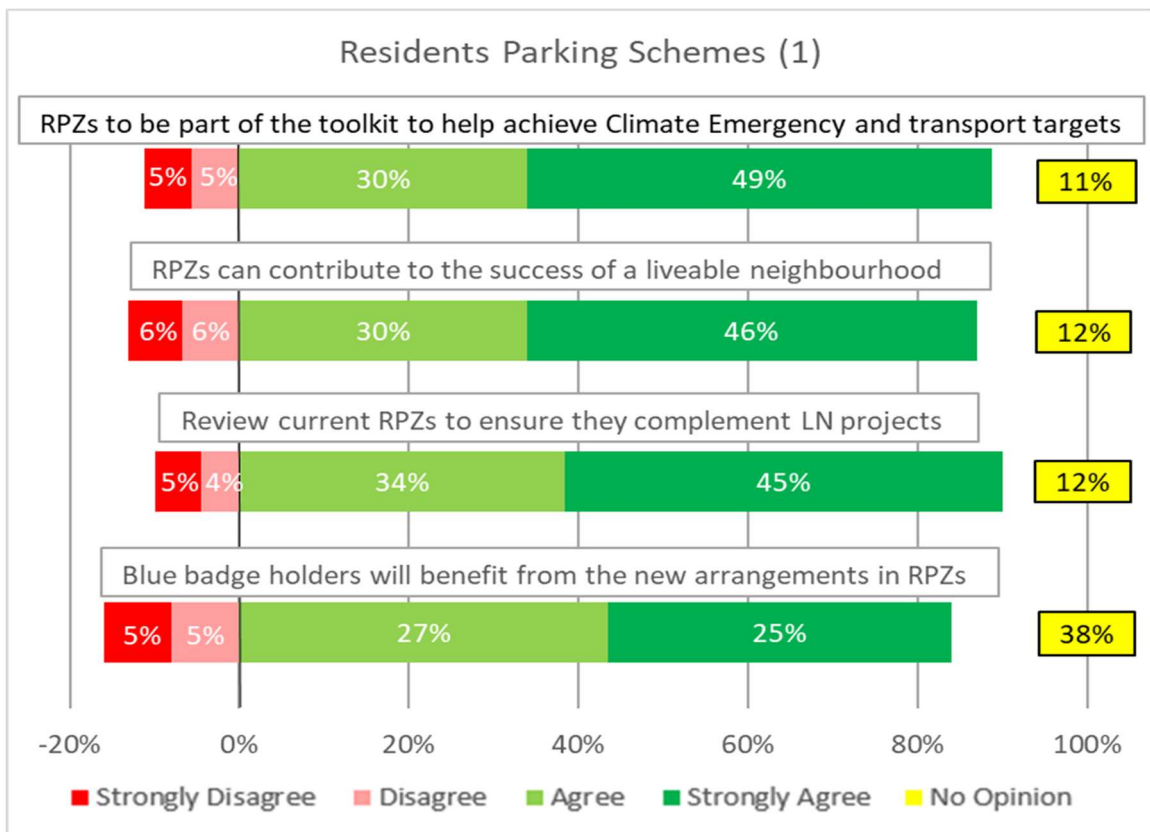


Figure 9.1: Proposed approach to residents' parking schemes (1)

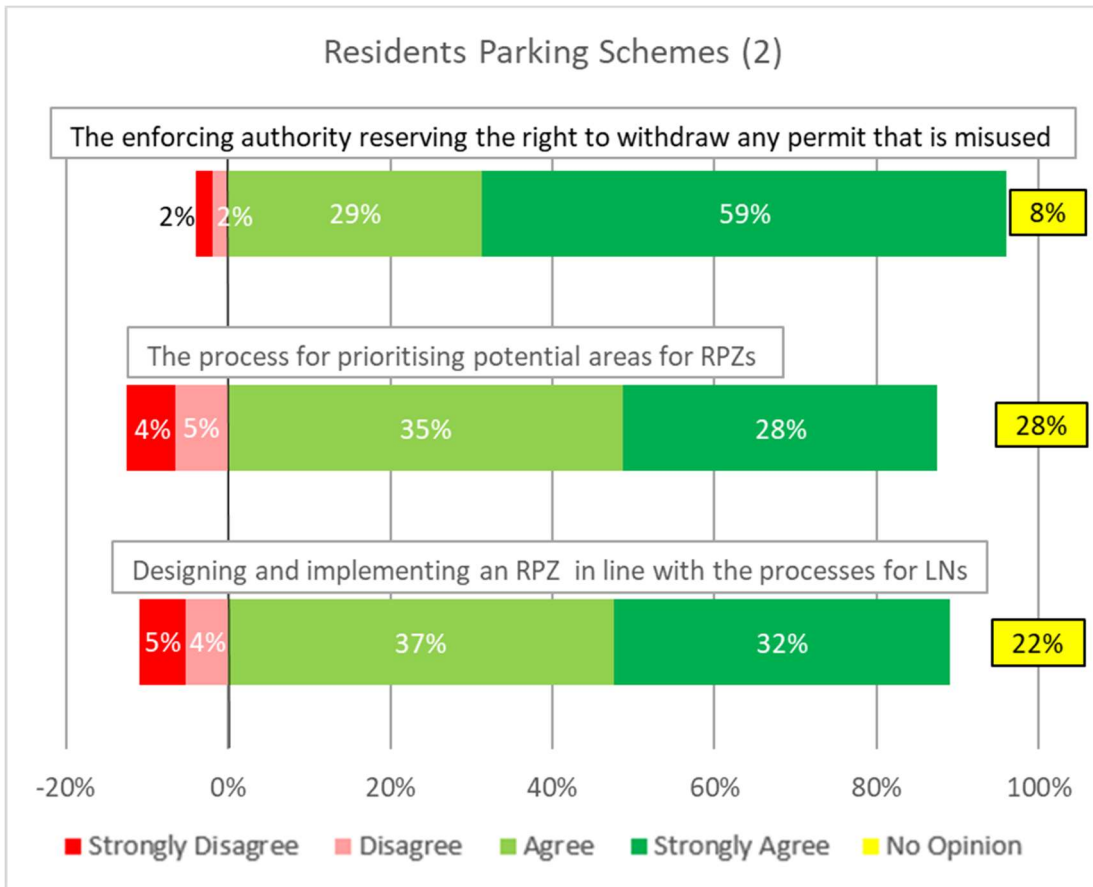


Figure 9.2: Proposed approach to residents' parking schemes (2)

Question 28: RPZs supporting Climate Emergency and Transport Targets

- 9.1.2 79% of respondents agreed or strongly agreed that Residents Parking Zones (RPZs) should be part of the toolkit to help the Council achieve its Climate Emergency and transport targets. 10% disagreed or strongly disagreed with that statement.

Question 29: RPZs supporting modal shift in LTNs

- 9.1.3 76% of respondents agreed or strongly agreed that Residents' Parking Zones can contribute to the success of a liveable neighbourhood and encourage the necessary shift towards sustainable / active modes of transport. 12% disagreed or strongly disagreed with that statement.

Question 30: Reviewing current RPZs for LTN projects

- 9.1.4 79% of respondents agreed or strongly agreed with the need to review current residents parking zones to ensure they complement liveable neighbourhood projects. 9% disagreed or strongly disagreed with that statement.

Question 31: New arrangements for Blue Badge Holders

- 9.1.5 52% of respondents agreed or strongly agreed that blue badge holders will benefit from the new arrangements for within residents' parking zones. 10% disagreed or strongly disagreed with that statement.

Question 32: The right to withdraw permits

- 9.1.6 88% of respondents agreed or strongly agreed with the enforcing authority reserving the right to withdraw any permit that is misused. 4% disagreed or strongly disagreed with that statement.

Question 33: Process to prioritise RPZs

- 9.1.7 63% of respondents agreed or strongly agreed with the process for prioritising potential areas for residents' parking zones. 9% disagreed or strongly disagreed with that statement.

Question 34: Implementing RPZs for Liveable Neighbourhoods

- 9.1.8 69% of respondents agreed or strongly agreed that the approach for designing and implementing a residents' parking zone is in line with the processes for Liveable Neighbourhoods. 9% disagreed or strongly disagreed with that statement.

9.2 Approach to development of residents' parking schemes: text responses

9.2.1 There were 264 individual responses to question 35 regarding our approach to the development of residents' parking schemes. From the responses, a number of themes arose which are summarised below.

Update and extend residents' parking zone

9.2.2 Strong support was voiced for expanding residents' car parking zones. Specific references were made to Oldfield Park, Lyncombe Vale, Greenway Lane, Rosemount, Newbridge and Lower Weston. Respondents expressing the contrary view cited displacement of vehicles as their main concern, plus a view that the controls are crude in nature. Some suggested that for Bath, a city-wide RPZ might solve this problem. However, concern regarding the potential disproportionate impact on low income households was highlighted. Some respondents suggested that the benefits would be reduced if too many permits were issued, still resulting in difficulty finding a parking space.

9.2.3 [Action: The council will proceed with consultation on the proposed expansion of residents' parking zones in Bath. All requests for residents' parking schemes will be considered in accordance with the Residents' Parking Schemes strategy document.](#)

9.2.4 Reviewing the existing RPZs was also highlighted, yet some respondents preferred to keep the current controls, retaining the current benefits for residents. Several respondents suggested that removing on-street car parking bays in the city centre would reduce circulating traffic and improve air quality. However, others suggested that the placement of additional car parking bays could be used to reduce traffic speeds. Some respondents suggested that large SUVs should be prevented from securing a permit as they occupy more space.

Standardise days and hours of operation

9.2.5 Some respondents suggested that RPZ controlled hours should be standardised across Bath. Currently most zones operate Monday to Saturday (not Sundays) 0800-1800, with central zone having an additional hour of operation in the evening (0800-1900). This additional hour was added to enable residents to find a space when returning home in the early evening, giving them priority over evening visitors to central Bath. Zones 15, 16 & 17 also operate on a Sunday and Zone B operates Monday to Friday only.

Extend RPZ to cover Sundays

9.2.6 Some residents suggested that RPZ controls in their areas should be extended to Sundays.

Provision should be made for trades people.

9.2.7 Concern was expressed regarding new parking controls on trades people. The existing Trade Permits were introduced specifically to enable trades people to park within different zones with the RPZ. Trades people living within a RPZ with their own work vehicle can apply for a residents' permit for vehicles up to 3.5 tonnes.

9.2.8 **Action: The council will consult on changes to residents' parking zones terms and conditions.**

Students and other houses of multiple occupation (HMOs)

9.2.9 Students' cars and vehicles generated by other HMOs generated a high degree of concern. Many respondents expressed the view that students should be excluded from parking cars in RPZs. This is because they are temporary residents, don't pay council tax and abandon their cars for long periods of time as they are generally unable to use them for trips to university. There were no specific comments on this issue from students, although one respondent suggested that three working people in an HMO should be able to secure three permits. Other respondents suggested that permits should be limited to one per household, irrespective of tenure or the nature of the occupants.

9.2.10 **Action: Note actions listed in section 6.2.15**

Cost of permits

9.2.11 Some respondents expressed the view that RPZs are a tax on residents and the cost should either be included within the council tax or funded from non-residents. However, this was contrary to some views that second permits should be charged higher than the current differential. Other suggestions included banding the cost of permits by vehicle emissions to encourage more energy efficient vehicles. Proposals to introduce resident parking permit charges linked to vehicle emissions are currently in development with community engagement and consultation expected to take place in late 2020/21.

Restricting RPZ permits if off street parking available

9.2.12 Respondents offered various solutions to the issue of limited parking stock. This included prioritisation of residents with no off-street parking, limiting permits with their own parking spaces. The allocation of permits within recently created RPZs includes reference to the availability of off-street parking. Residents with two off street parking spaces within these zones are prevented from obtaining an on-street permit and residents with one off street space can only apply for one permit. Off street spaces includes garages with internal dimensions measuring 2.5m x 5m (the entrance can be narrower). However, some respondents expressed reluctance to accept their garage as a parking space on the basis of constrained dimensions. Many older garages are considered to be small for modern vehicles. In addition, many garages are used for storage or extra living space.

Parking near local shops

9.2.13 Some respondents requested that short stay parking should be made available near shops and business to enable them to accommodate visitors arriving by car. However, this was contrasted by the contrary opinion expressed that short stay parking generated additional traffic.

Enforcement

9.2.14 Some respondents suggested that existing parking controls require additional enforcement to make them effective. Additional enforcement requires additional costs, which should be funded from permit fees, on-street charging and fines. Additional staff are also required.

9.2.15 **Action: Recruitment processes will be reviewed to fill vacant posts and expand the enforcement capability.**

Renting private off-street parking

9.2.16 Some respondents expressed the view that those residents renting out their parking spaces should be controlled and licenced by the council, and not be given access to a residents' parking permit. The government's view* is that it should be possible to rent parking spaces without planning permission, provided there are no substantive planning concerns. For example, public nuisance to neighbours.

*<https://www.gov.uk/guidance/when-is-permission-required>

Hotel, guest house and holiday let permits

9.2.17 Numerous respondents expressed frustration regarding the impact of parking permits awarded to hotels, guest houses and holiday lets within residential car parking zones that reduces residents' ability to park their cars. Proposals to review the issue and operation of these permits, along with other permit types currently in circulation that are not in accordance with the council's strategic transport objectives, are currently in development with community engagement and consultation expected to take place in late 2020/21.

Parking for Disabled People

9.2.18 Opposing views were expressed regarding parking provision for disabled people. Many blue badge holders expressed a wish to retain their existing rights to park in any residents' parking bay across the city (no time limit and no charge). However, this was countered by the view that there is abuse of the system which could be reduced if disabled residents were required to apply for a permit (which would be provided free of charge). Good availability of disabled parking bays close to the entrances in Charlotte Street, Avon St and Southgate car parks as also cited.

9.2.19 Numerous respondents mentioned that mobility issues are not limited to registered disabled people, as some qualifying people chose not to obtain a blue badge, plus concerns relating to the needs of older people.

Reducing parking to promote modal shift

9.2.20 Respondents made suggestions to reduce reliance on private cars and promote walking, cycling and public transport. These included:

- Removing parking spaces to make more room and improved safety for pedestrians and cycles, including more cycle parking and cycle lanes within and between urban areas;
- Limit permits to one per household;
- Promote school streets and reduce car use for trips to school;
- Progressively reduce car parking stock year on year;
- Provide incentives to residents who don't have cars; and
- Improve public transport, including better infrastructure, more reliable, expanded/new park & ride and cheaper fares.

9.2.21 **Action:** [The council to consult on changes to the terms and condition for residents' car parking schemes.](#)

10 On-Street Electric Vehicle Charging Strategy

10.1 Introduction

- 10.1.1 The council's declared climate emergency demands a fundamental step-change in methods of travel adopted by residents, visitors and employees. It requires a major shift from car use to walking, cycling and public transport in order to reduce transport emissions. However, going forward and particularly in the short term, there inevitably remains a role for the private car for some trips and for some users. In this situation the council's aim, in accordance with national policy and industry changes, is to encourage the use of zero or low-emission vehicles. Electric vehicles (EVs) have potential to offer significant benefits and act as a key component of the overall toolkit for improving air quality in B&NES and addressing the climate emergency.
- 10.1.2 The electric vehicles strategy document outlines the council's current position and strategy on public on-street electric vehicle (EV) charging. It recognises that this marks a key area of demand where short-term opportunities to deliver improvements are likely.
- 10.1.3 The comments received through this consultation has helped to build an understanding of the potential ways in which people may react to electric vehicle infrastructure.
- 10.1.4 This section summarises comments on key issues reported within questions 36 to 42 of the survey questionnaire. These questions asked for opinions on the On-street Electric Vehicle Charging Strategy.

10.2 Overview of responses

- 10.2.1 Questions 36 to 41 of the Liveable Neighbourhoods Survey related to our approach to developing Liveable Neighbourhoods. The results for the 7 quantitative questions are provided graphically in Figure 10.1 & 10.2 and summarised below.

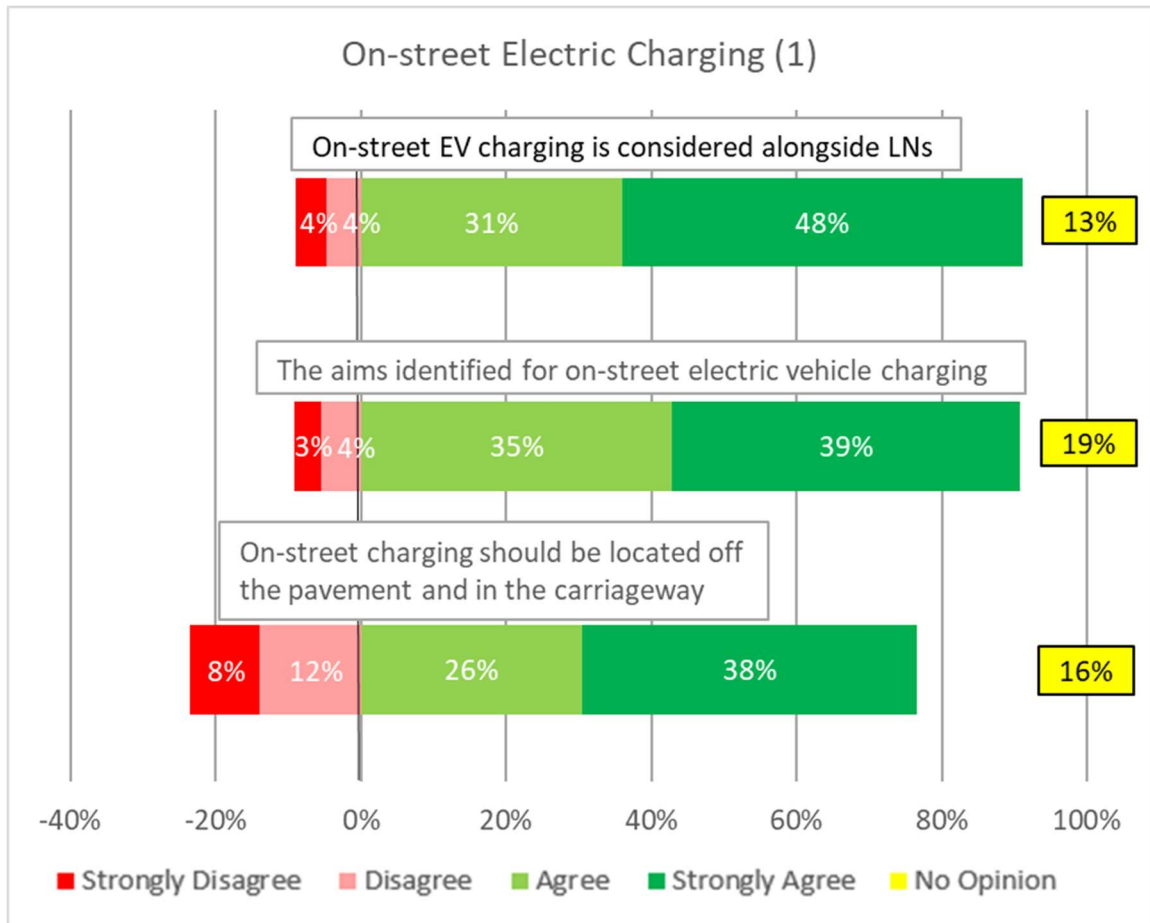


Figure 10.1: Proposed approach to electric vehicle charging (1)

Question 36: EV charging is considered alongside Liveable Neighbourhoods.

10.2.2 79% of respondents agreed or strongly agreed that on-street EV charging is considered alongside Liveable Neighbourhoods and integrated into their planning, whereas 8% disagreed or strongly disagreed.

Question 37: The aims identified:

10.2.3 73% of respondents agreed or strongly agreed with the aims identified for on-street electric vehicle charging, whereas 7% of respondents disagreed or strongly disagreed.

Question 38: Units should be located off the pavement/footway:

10.2.4 64% of respondents agreed or strongly agreed that on-street charging units should be located off the pavement and in the carriageway, which would require the loss of some parking spaces to protect pavements for pedestrians and those with disabilities. 20% of respondents disagreed or strongly disagreed.

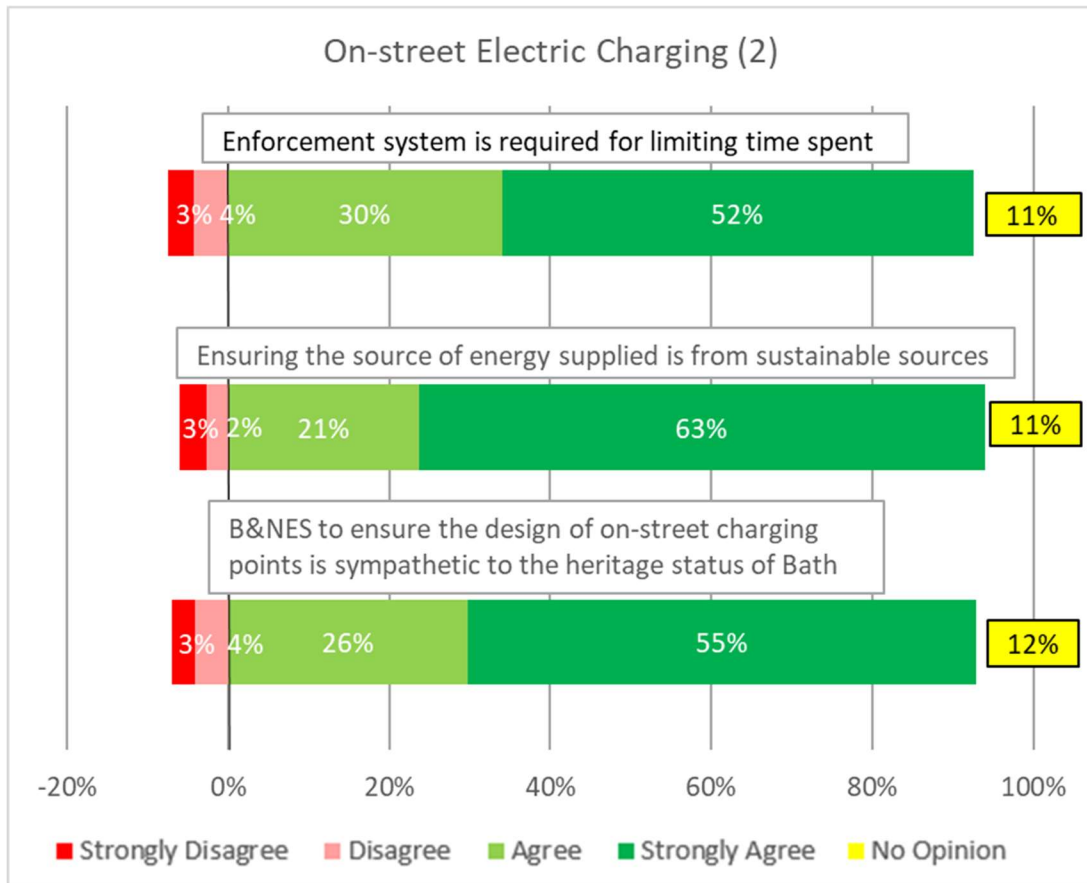


Figure 10.2: Proposed approach to electric vehicle charging (2)

Question 39: Enforcement

10.2.5 82% of respondents agreed or strongly agreed that an enforcement system is required for limiting time spent charging in public on-street charging bays, and that vehicles should be moved when charging is complete. 6% of respondents disagreed or strongly disagreed.

Question 40: Sustainable sources

10.2.6 84% of respondents agreed or strongly agreed with the need for the council to ensure the source of energy supplied is wholly or partially from sustainable sources. 5% of respondents disagreed or strongly disagreed.

Question 41: Design

10.2.7 81% of respondents agreed or strongly agreed with the need for the council to ensure the design of on-street charging points is sympathetic to the heritage status of Bath. 6% disagreed or strongly disagreed.

10.3 Electric Vehicle Charging Strategy: text responses

10.3.1 There were 293 responses to the free-text question 42, regarding the on-street EV charging strategy. From the responses, a number of themes arose which are summarised below.

EV parking and charging

10.3.2 55 comments received related to parking provision. Numerous respondents cited that many homes in Bath do not have any off-street parking, nor have the potential for it. Therefore on-street charging will be essential to encourage a move to electric vehicles. This was further encouraged by comments suggesting that the council should facilitate ease of transition to electric vehicle ownership. However, respondents noted that in residential areas there is already pressure on space used for residents' parking. Therefore, losing spaces for electric charging points would be a significant concern for some respondents.

10.3.3 It was recommended that there should be the potential to charge an electric vehicle in every space. Other respondents felt that there is currently an insufficient number of EVs on the road to create dedicated parking spaces and warned that these spaces would be underutilised.

Importance

10.3.4 22 comments received related to the importance of the On-Street EV Charging Strategy. Many respondents were pleased to see the council taking a proactive approach to providing for EVs in the future. However, other respondents felt the approach was too slow and more radical change was required to promote a quicker uptake. Some respondents considered that EV charging was a much lower priority compared with measures to encourage walking and cycling.

Heritage and Design

10.3.5 40 comments related to the design of the charging infrastructure and its effect on local heritage. Respondents were concerned that the chargers will add to street clutter. However, there was a general consensus that environmental progress is more important than the design of the charging infrastructure. Some comments expressed the view that functionality is more important than the design.

10.3.6 Respondents raised concerns regarding how the proposals would affect Bath's UNESCO World Heritage status. Some respondents were worried that tourism might decrease if this status was removed.

10.3.7 Overall, respondents were generally positive regarding the proposals. It was stated that in many cultural destinations, modern and innovative design sits side by side with traditional architecture and both complement each other.

Implementation cost

- 10.3.8 39 comments received related to the cost of implementation. Whilst many comments supported the need for this investment, some felt the money could be better spent. Recommendations included improving walking and cycling infrastructure. Other comments raised the issue of equality, as EVs often have high up-front costs. Thus, it was argued that this investment will only support those with higher incomes.
- 10.3.9 Some respondents raised the issue about the technology to be adopted. Concerns were raised that infrastructure could become outdated quickly and more investment would be required.

Sustainability

- 10.3.10 33 comments related to the sustainability of electric vehicles. Whilst many respondents were supportive of the move to encourage their usage, others felt they were not the answer to transport problems, due to the carbon footprint during manufacture and non-exhaust emissions (e.g. from tyre & brake wear).
- 10.3.11 Numerous respondents suggested that the electricity consumed should come from sustainable sources.
- 10.3.12 **Action:** The council will aim to ensure the delivery of 100% renewable energy throughout the public electric charging network within B&NES.

Electric charging infrastructure

- 10.3.13 130 comments out of the 293 received in response to question 27 regarded electric charging infrastructure. Many comments offered recommendations on how they felt was the best way to implement the technology. Suggestions ranged from using street lighting, only using park and ride sites and focussing primarily on residential areas.
- 10.3.14 Enforcement was an issue which was raised frequently. Many respondents felt there needed to be a balance between efficiency and practicalities for residents, with restrictions on time limits being lenient.
- 10.3.15 Many respondents expressed that space shouldn't be taken away from the footway and instead it should be taken from the carriageway.
- 10.3.16 Other recommendations included requiring new housing developments to provide substantial electric charging infrastructure.
- 10.3.17 **Action:** The council will ensure electric charging facilities are located in new developments, through changes to the Local Plan in accordance with the council's adopted Parking Strategy, objective 2.

Further comments

10.3.18 The comments received were generally very positive, with almost 80% of responses stating that now is the time to address at this issue. This consultation has helped to understand how people would react to the introduction of on-street electric vehicle charging. Some key issues have been exposed from the comments received and will be considered in more depth.

11 Summary and Conclusions

- 11.1.1 The importance of addressing the council's Climate Emergency, declared in March 2019, is central to the development of Liveable Neighbourhoods. The Climate Emergency Action Plan, approved in October 2019, recommends a major shift to mass transport, walking and cycling to reduce transport emissions. Liveable Neighbourhoods are an important part of our plan to tackle the climate emergency and to improve health and wellbeing across the area.
- 11.1.2 The Council's Corporate Strategy includes Liveable Neighbourhoods as a key commitment to help meet the climate emergency target. The council's ambition is to breathe new life into residential areas by reducing the dominance of motor vehicles. It encourages rethinking how road space is used to reduce carbon emissions, improve air quality, improve safety and promote healthy lifestyles.
- 11.1.3 The council has developed a structured approach to delivering Liveable Neighbourhoods through addressing the key issues of traffic volumes, residents' parking, EV charging, air quality and road safety. The idea is to provide fairer access for those travelling on foot and by bicycle, creating healthier outdoor spaces for everyone to enjoy. This includes better walking and cycling routes, and vibrant local high streets where people can relax outside and connect with others.
- 11.1.4 Three draft strategies were the subject of public consultation, which took place from 9th September to the 18th October 2020. An online survey generated 1,575 individual responses. 15 additional responses were received outside of the survey. Strong support for Liveable Neighbourhoods was identified throughout the responses. However, a variety of concerns were highlighted that require investigation.
- 11.1.5 Following the feedback on the key themes identified, the strategy documents will be updated. These documents will help guide the identification, design and development of Liveable Neighbourhoods within B&NES, working closely with local communities. If the revised strategies are adopted, there will be increasing opportunities to engage with the council on individual projects when areas have been selected for further investigation.

Appendix SQ1: Survey Questionnaire

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