

Liveable Neighbourhoods

Better health, environments and spaces for people and business

Why are we consulting?

We'd like your views on our approach to developing liveable neighbourhoods in Bath & North East Somerset.

Liveable Neighbourhoods aim to create safer, healthier streets by promoting walking, cycling and public transport while reducing the dominance of vehicles in residential streets. They are an important part of our plan to tackle the climate emergency and to improve health and wellbeing across the area.

We'd specifically like your views on three strategies that will help us to create liveable neighbourhoods, which we've summarised in our consultation summary brochure:

- **Low-traffic neighbourhoods strategy (July 2020)**
- **Resident's parking schemes (July 2020)**
- **On-street electric vehicle strategy (July 2020)**

It's important that you read the consultation summary and the strategies themselves before answering the survey. See 'How to take part' below.

Once we've received your feedback, we'll develop a framework to help guide the identification, design and development of liveable neighbourhoods, working closely with local communities. There will be more opportunities to engage with us over individual projects and areas in the near future.

This consultation closes on Wednesday 7 October 2020.

Who should take part?

Anyone can take part, in particular we'd like to hear from those who live in or run businesses/services in busy residential areas of B&NES. Residents and interest groups may also wish to take part.

How to take part

Please read the consultation summary and the relevant sections of the strategy documents (listed above) before taking the survey. These documents are available at <https://beta.bathnes.gov.uk/liveable-neighbourhoods-consultation>

If you don't have access to the internet, you can request printed copies by calling council connect on 01225 39 40 41.

If you're able, please complete the survey online at our website. Otherwise, please complete this paper copy.

How to return this questionnaire

Please post it to: Liveable Neighbourhoods Consultation, Transportation team, B&NES Council, Lewis House, Manvers Street, BAI 1JB

Data protection

The responses to this consultation questionnaire are anonymous and no personal data will be taken.

Contact us

Due to Covid-19 restrictions we're not running any drop-in events. But you can submit any questions to the team via email to: LNconsultation@bathnes.gov.uk.

Completed surveys (print and online) must be submitted by Wednesday 7 October 2020.

Liveable neighbourhoods survey

Please complete each section:

Section 1: Liveable Neighbourhoods (3 parts)

Section 2: Residents Parking Schemes

Section 3: On-street electric vehicle charging strategy

Please select one answer to each question.

Section 1: Liveable Neighbourhoods

Part A: Key principles

Liveable neighbourhoods are developed collaboratively with communities to turn streets that are noisy, polluted and dangerous into pleasant, healthy and safe places for people to live, work, and connect with others. They are not new and have been used across the world to improve residential environments.

They are a relatively simple and cost-effective way to reduce the dominance of vehicles in residential areas, instead prioritising active travel, such as walking, cycling, public transport and public realm improvements. This is without disadvantaging people with mobility restrictions, and also maintaining vehicle access to homes and businesses. The aim is to reduce overall vehicle use, rather than push traffic elsewhere.

A range of tailored measures and vehicle restrictions can help to achieve this, including approaches (as set out in the Low Traffic Neighbourhood strategy) such as modal filters (bollards, planters etc.), one-way streets, width restrictions, traffic calming, residents parking schemes (as set out in the Residents Parking Strategy), the introduction of electric vehicle charging (as set out in the EV Charging Strategy) leading to more pleasant outdoor meeting places, among others. These schemes can be trialled before making them permanent, allowing changes to be made if necessary.

Typically, a liveable neighbourhood is a group of residential streets approximately 1km² in area that should take no longer than 15 minutes to walk across. Usually they are grouped around key amenities, such as schools, surgeries and shops and are bordered by a main road and linked to other neighbourhoods by safe crossings.

Not every area is suitable for a liveable neighbourhood, but its elements can still be used to address local issues, such as improving or installing a residents' parking zone.

Please read section one of the consultation summary (and the relevant areas of the low traffic neighbourhood strategy) before answering the following questions.

A: Key principles

How strongly do you agree with the principle of reducing the dominance of vehicles in some busy residential areas by using more road space for safer active travel, such as walking, cycling and public transport, with the aim of improving our environment, health and wellbeing?

How strongly do you agree that low traffic neighbourhoods have the potential to encourage active travel among those that are able, and therefore reduce the overall use of cars?

How strongly do you agree with the principle of using reclaimed road space for public realm improvements such as attractive seating, places to meet, electric vehicle charging and electric car club areas (as suits the community)?

How strongly do you agree 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?

How strongly do you agree that certain trade-offs are required to achieve the overall aims of liveable neighbourhoods? This could include 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).

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Part B: Local priorities

To meet our carbon neutrality target for 2030 (as part of our Climate and Nature Emergency Plan) we need to encourage a major shift to active travel in B&NES (walking, cycling and public transport), along with more people using ultra-low emission vehicles. In turn, cleaner air and more physical activity can help to improve residents' health and wellbeing.

A wide range of policies will help us to achieve this, but liveable neighbourhoods play an important role because they are designed to reduce the number of vehicles in residential areas, discourage short car journeys, and reclaim road space for better walking and cycling infrastructure and public realm improvements.

Our aims for liveable neighbourhoods in Bath & North East Somerset are:

- **Better health and wellbeing for residents from increased physical activity**
- **Closer communities supported by quieter, safer streets**
- **Reduced rat-running, speeding and inappropriate use by HGVs on residential roads**
- **Better walking and cycling infrastructure, with more people walking or cycling their short journeys**
- **Better places for business**
- **Fewer people relying on private cars or vehicles to get around**
- **Reallocation of 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.**

There are a number of things we need to consider when identifying and developing liveable neighbourhoods in B&NES, including: wider national and local policy context, traffic impacts, air pollution, supporting those with restricted mobility, Bath's topography, managing the demand for parking, catering sympathetically for on-street electric vehicle charging, and how we can support local businesses to thrive.

Please read section two of the consultation summary and the relevant areas of the low traffic neighbourhood strategy before answering these questions.

Part B: Local priorities

How strongly do you agree that liveable neighbourhoods can achieve the listed aims for B&NES? (See the list above.)

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How strongly do you agree with the importance we've placed on developing liveable neighbourhoods in the context of wider policy, including clean air plans, transport strategies, park and ride expansion, bus improvement plans, and health strategies?

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How strongly do you agree that liveable neighbourhoods have the potential to improve general health in B&NES by encouraging a more active lifestyle and reducing isolation and loneliness?

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How strongly do you support the implementation of liveable neighbourhoods as part of a range of measures aimed at reducing chronic disease, such as heart and lung disease?

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How strongly do you agree with our approach of prioritising liveable neighbourhoods in urban residential areas?

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How strongly do you agree with the potential for liveable neighbourhoods to improve air quality in residential areas by reducing through-traffic and overall car use?

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How strongly do you agree 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?

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	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
How strongly do you agree the liveable neighbourhoods have the potential to improve the environment for those with restricted mobility or other disabilities, including access to shops and homes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
How strongly do you agree 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
How strongly do you agree 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
How strongly do you agree 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
How strongly do you agree 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
How strongly do you agree that liveable neighbourhoods can enhance the World Heritage status of Bath, provided they are developed in line with the relevant local planning policy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
How strongly do you agree that liveable neighbourhoods should aim to limit on-street parking, prioritise parking for residents, and encourage commuters to use park and rides/public transport (in-line with wider policy)? See also questions on our residents parking scheme strategy.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Part C: Steps to delivering your liveable neighbourhoods

Using feedback from this consultation, we'll develop a framework for liveable neighbourhoods that local communities can use to work closely with us to identify, shortlist, co-design and monitor the effectiveness of liveable neighbourhoods.

Please see page 19 of the consultation summary and the relevant section of the low traffic neighbourhood strategy before answering the questions below.

Part C: Steps to delivering liveable neighbourhoods

How strongly do you agree that liveable neighbourhoods should be identified, co-designed and developed with the local community, with particular emphasis on gathering a wide range of perspectives?

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

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How strongly do you agree with our approach to let communities request and apply for liveable neighbourhoods, with a description of the issues you hope to address and proof of the level of support in the area?

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How strongly do you agree with how we propose to identify potential liveable neighbourhoods and shortlist proposals using a scoring system?

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How strongly do you agree with the level of community involvement we've proposed for reviewing design options and developing suitable designs for your liveable community, using webinars, design workshops, drop-ins and meetings?

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How strongly do you agree with our proposal to trial shortlist designs using temporary measures and experimental traffic orders for six months, during which time we can monitor and evaluate its effectiveness (before making it permanent)?

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Further comments

If you would like to provide any further comments on our approach to developing liveable neighbourhoods in B&NES, please use the space below.

Section 2: Residents parking schemes

In residential areas, particularly within our city and towns, there can be significant demand from shoppers and commuters for on-street parking. This congests local streets and reduces parking opportunities for residents.

A liveable neighbourhood encourages active travel and restricts non-local traffic, so has potential for reducing both car ownership and demand for parking. Re-claimed space can then be used to install modal filters, prioritise walking and cycling or provide electric car clubs. However, where initiatives are successful, there may be more demand for residents' parking during the day.

Residents parking zones (RPZs) can help to balance demand for parking by prioritising residents parking and encouraging commuters and non-local traffic to use park and rides or public transport.

If existing RPZs or other measures are already in place to alleviate issues, these can be reviewed and altered, and it may be that this resolves issues without the need for a liveable neighbourhood. Careful consideration must also be given to ensure one RPZ does not impact demand in a neighbouring area.

To cater for this, we've updated our residents parking scheme strategy to support the development of liveable neighbourhoods.

Importantly, it incorporates a change to how we manage blue badge holders in RPZs. Currently blue badge holders do not need a residents' parking permits provided they display their badge and this causes issues for blue badge holders when they remove their badge to use it in another vehicle. They are also able to park in any RPZ bay, regardless of whether they're a resident. To resolve this issue, we will issue blue badge holders with a free residents' permit for their own area. They will no longer be able to use their blue badge in any residents parking bays, but can use visitor permits or continue to park for free in on-street, pay-and-display bays in line with the national blue badge scheme.

Requests for residents parking zones are generally received from local members supported by their community. The criteria for evaluating the request is set out in the strategy, along with the factors which will be used to prioritise the application (see Appendix A).

You may wish to read the full residents parking scheme strategy 2020 before answering the questions below.

Residents Parking Schemes

How strongly do you agree that RPZs should be part of the toolkit to help the Council achieve its Climate Emergency and transport targets?

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

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How strongly do you agree that RPZs can contribute to the success of a liveable neighbourhood, and encourage the necessary shift towards sustainable / active modes of transport?

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How strongly do you agree with the need to review current residents parking zones to ensure they complement liveable neighbourhood projects?

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How strongly do you agree that blue badge holders will benefit from the new arrangements for Blue Badge holders in RPZs, as outlined above?

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How strongly do you agree with the enforcing authority reserving the right to withdraw any permit that is misused?

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How strongly do you agree with the process for prioritising potential areas for RPZs?

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How strongly do you agree with the approach for designing and implementing an RPZ is in line with the processes for Liveable Neighbourhoods?

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Further comments

If you would like to provide any further comments on revisions to our Residents Parking Scheme strategy, please use the space below.

Section 3: On-street electric vehicle charging strategy

While our intention is to encourage more active travel across the area, we understand that private cars are still necessary for some trips and some users. Encouraging the uptake of ultra-low emission vehicles and electric car clubs is therefore important if we're to meet our climate emergency goals.

In residential areas with less off-street parking (particularly in central Bath) providing adequate on-street charging points is vital if EVs are to become a viable alternative to diesel or petrol vehicles.

At the moment, we'd like your feedback on the overarching aims for providing on-street EV charging. Tailored plans can be developed as part of the liveable neighbourhood project, when applications for on-street EV charging can be made.

Please note that other high level policies are being developed to address public and private EV charging across the area.

Our aims:

- **Ensure the provision of an on-street electric vehicle charging network that meets the demands of residents, businesses and visitors by 2030**
- **Encourage the uptake of electric vehicles by ensuring adequate and convenient charging facilities in residential areas**
- **Ensure that charging sites consider all road users and that the charge points do not take up valuable pedestrian space**
- **Ensure that the design does not contribute to street clutter**
- **Ensure an overarching plan for appropriate energy supply and a co-ordinated approach to providing infrastructure and supporting systems (for example, payment and enforcement).**
- **Ensure that the design of electric vehicle charging points responds to local circumstances and in particular is in keeping with the World Heritage Site and Conservation Area status of key areas of B&NES.**

You may wish to read the full on-street electric vehicle charging strategy (2020) before answering the questions below.

B&NES on-street electric vehicle charging strategy (2020)

How strongly do you agree that on-street EV charging is considered alongside liveable neighbourhoods, and integrated into their planning?

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How strongly do you agree with the aims identified for on-street electric vehicle (EV) charging?

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How strongly do you agree 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?

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How strongly do you agree 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?

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How strongly do you agree with the need for B&NES to ensure the source of energy supplied is wholly or partially from sustainable sources?

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How strongly do you agree with the need for B&NES to ensure the design of on-street charging points is sympathetic to the heritage status of Bath?

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Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Further comments

If you would like to provide any further comments on our on-street EV charging strategy, please use the space below.

Section 4: About you

The council is committed to ensuring its services are accessible to everyone. The following questions help us to understand whether different groups of people have different views. Some of this information can be regarded as highly personal and so 'prefer not to say' options have been included.

Which one of the following options best describes how you are responding to this questionnaire? Please tick one.

- ☐ Prefer not to say
- ☐ As a resident
- ☐ As a commuter
- ☐ On behalf of a group of individuals
- ☐ On behalf of a business/organisation

Where do you live (or where is your business located)? Please tick one.

- ☐ Prefer not to say
- ☐ In Bath
- ☐ In Keynsham
- ☐ In Saltford
- ☐ In Midsomer Norton
- ☐ In Radstock
- ☐ In a B&NES village/rural location
- ☐ Further afield
- ☐ Prefer not to say

What would best describe your professional or working status? Please tick one.

- ☐ Prefer not to say
- ☐ Employed
- ☐ Self-employed
- ☐ Retired
- ☐ Not in work
- ☐ Student

How do you describe your sex?:

- ☐ Prefer not to say
- ☐ Male
- ☐ Female
- ☐ Something else

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?)

☐ Prefer not to say

☐ Yes

☐ No

What was your age at your last birthday? Please tick one.

☐ Prefer not to say

☐ Under 25

☐ 25 – 34

☐ 35 – 44

☐ 45 – 54

☐ 55+

Do you have any dependent children? Please tick one.

☐ Prefer not to say

☐ Yes

☐ No

Thank you for taking the time to respond to this consultation. Your comments will be considered in the development of our final strategies and the liveable neighbourhoods framework.

Please return completed printed surveys by 7 October 2020 to:

**Liveable Neighbourhoods Consultation,
Transportation team,
B&NES Council,
Lewis House,
Manvers Street,
BA1 1JB**