

# **Consultation Feedback Report**

**Bath City Centre Security Scheme**

**Proposed Permanent Access Restrictions Public Consultation  
16 November 2020 – 31 January 2021**

Final Version | 18 May 2021

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**Bath & North East  
Somerset Council**

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**Improving People's Lives**

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# 1. Executive Summary

## Introduction

- Between 16 November 2020 and 31 January 2021, Bath and North East Somerset Council held a public consultation to obtain feedback on draft proposals to provide additional security protection to people and property within Bath city centre's most crowded public spaces.
- This is a report of the public consultation, including the process undertaken and a collation of comments made in response to the consultation. A verbatim record of all comments received during the consultation is available in Appendix 2 and 3.

Proposals were made following advice received from anti-terrorism police in response to the national threat from hostile vehicle terrorism.

The proposed scheme combines:

- Vehicle access restrictions within the city centre's most crowded streets.
- Strengthened secure vehicle access points controlled/operated by the Council's CCTV control room
- New purpose designed reinforced static and sliding protective bollards and furniture

## Publicity and Communication

Consultation sought feedback from:

- People who live and work within, or visit the city centre.
- Business, cultural and service organisations which support the economy and wellbeing of the city.
- Organisations that help protect our heritage and ensure the city is inclusive and welcoming.

To alert target groups to the proposals and enable them to provide feedback, the Council undertook the following communications:

### *Stakeholder Notification*

Notification letters were sent from the Leader of the Council to over 1000 residential and business addresses, identified as being within the proposed restricted zone.

Notification emails were sent to over 50 key stakeholders, identified as having a direct relationship with the city centre security scheme area or represent residents and organisations that visit and operate within it.

### Publicity channels

- B&NES Media releases. 2 media releases sent.
- B&NES Website – Council Newsroom. Media releases made available on front page of Council website.
- B&NES Social Media channels (Twitter and Facebook) Regular posts throughout consultation period.
- B&NES weekly newsletter e-Connect.

### Consultation Components

Due to COVID-19 restrictions there was no opportunity to hold face to face stakeholder or public events. The Council therefore provided online consultation material. This combined:

Dedicated B&NES Council Bath Security Project webpage (see [here](#)) containing:

- **Consultation Summary Brochure** 16 page document to help the reader identify the key points of the consultation. See Appendix 1.
- **Video presentation** Approx. 4 minute video to summarise key points of consultation, hosted on YouTube. See [here](#).
- **Questions and answers document** 2 page FAQs document providing answers to some key questions related to the proposed vehicle access restrictions. See Appendix 1.
- **Equalities Impact and Mitigation Statement** See Appendix 1.

Those without access to the internet were able to call the Council to request printed copies of the summary brochure and the survey.

### *Stakeholder Webinar*

The Council invited city centre resident and business stakeholders (see below for details) to a presentation and question and answer webinar which was held on 25 November 2020. It was hosted by the Leader of Bath and North East Somerset Council, Cabinet Member for Transport, police representatives and senior council project managers. It was attended live by 25 people.

### Feedback Summary

- A total of 522 responses were made to the consultation.
- The most comments received raised issues related to:
  - accessibility, particularly in relation to people with mobility impairments
  - the ability to receive deliveries within the proposed restricted zone
  - the impact on city centre businesses and residents and
  - the justification for the proposed security measures.

### Next steps

In conjunction with the public consultation exercise, the Council has also commissioned an Accessibility Study into the City Centre Security proposals which has been carried out by a Consultant who is a Member of The National Register of Access Consultants.

The Council will review the comments contained in this Consultation report and the recommendations made within the Accessibility Study to determine any potential modifications or mitigations to the proposed scheme, and a decision on the advertisement of any Traffic Regulation Orders relating to the City Centre Security proposals will be made at the Council's Cabinet meeting on 23<sup>rd</sup> June 2021.

The advertisement and resolution of any Traffic Regulation Order (TRO) will then be carried out in accordance with the Council's decision-making process.

## 2. Project Background

### 2.1 Context

A key part of the Council's role is keeping the city's streets and spaces safe and secure, including protecting people and property from the threat of terrorism. Since 2016, the Council and Avon & Somerset Police have coordinated protection work designed to improve overall public safety and strengthen protection in areas of high footfall.

As the threat to the United Kingdom from terrorism remains, it is important that Bath & North East Somerset Council, with the help of its partners, continues to work hard to support the economy and community of Bath city centre. The Council has been working closely with the Police on plans to further strengthen city centre access restrictions and install new purpose-designed street furniture which will provide permanent enhanced safety for people in areas of high footfall.

The proposed improvements combine:

- Vehicle access restrictions within the city centre's most crowded streets
- Strengthened secure vehicle access points controlled / operated by the Council's CCTV control room
- New purpose designed reinforced static and sliding protective bollards and furniture.

## 2.2 Project Area

The area referred to within the consultation material is outlined in red on the plan below. Full details of the draft proposals consulted upon are available [here](#).

*Below: City Centre Security scheme area*



## 3. Consultation

### 3.1 Consultation Period

The public consultation was held between 16 November 2020 and 31 January 2021.

The consultation was initially scheduled to take place between 16 November 2020 and 15 January 2021. Due to the tightening of COVID-19 restrictions after Christmas 2020, the Council extended the consultation period to 11 weeks to allow respondents more time to submit comments.

### 3.2 Publicity and Communication

In order to shape the best possible city centre security scheme with input from residents, businesses, guardians and visitors to the city, the Council targeted communication and consultation opportunities to the following groups:

- People who live and work within, or visit the city centre
- Business, cultural and service organisations which support the economy and wellbeing of the city and
- Organisations that help protect our heritage and ensure the city is inclusive and welcoming.

### 3.3 Stakeholder Engagement

The Council identified a list of Key stakeholders from which to seek feedback as part of the public consultation. These were people and organisations that had a direct relationship with the city centre security scheme area or represented residents and organisations that visit and operate within it.

The Council contacted these stakeholders directly using email to point them to the online consultation and to request that they share the consultation with their members or other interested parties.

Table 1 is an overview of the identified stakeholders, engagement activities undertaken and amount of engagement over the consultation period.

Table 1 (below) – Stakeholder Engagement and Publicity Overview

Stakeholder	Activity	Engagement Statistics
<p><b>Key External Stakeholders</b></p> <p>Including:</p> <ul style="list-style-type: none"> <li>• directly affected businesses, tourist attractions and residents (those within the proposed restricted zone)</li> <li>• business and trader groups</li> <li>• heritage groups</li> <li>• transport groups</li> <li>• resident associations</li> <li>• waste operators</li> <li>• emergency services</li> <li>• Active Travel and Accessibility Forum (ATAF)</li> <li>• Independent Equalities Advisory Group (IEAG)</li> </ul>	<p>Notification letter/email sent, including:</p> <ul style="list-style-type: none"> <li>• Short summary information</li> <li>• Link to webpage - where they could see exhibition boards, interactive map, protocols, FAQs, ways to feedback,</li> <li>• Invitation to register for a Webinar session</li> </ul> <p>60-minute Webinar Session - Presentation of proposals, including:</p> <ul style="list-style-type: none"> <li>• Short film, narrated with visuals, on-street footage</li> <li>• Q&amp;A session with answers from B&amp;NES project officers / ward members / police</li> <li>• Link to feedback webpage</li> </ul> <p>The session was recorded so it could be watched by those who missed it live.</p>	<ul style="list-style-type: none"> <li>• 970 letters sent via Royal Mail (623 commercial addresses, 347 residential address)</li> <li>• 55 emails sent to key stakeholders</li> </ul> <ul style="list-style-type: none"> <li>• 25 attendees at live webinar on 25 November 2020.</li> <li>• 66 views of webinar recording on B&amp;NES YouTube channel</li> </ul> <p>Short film viewed 520 times on B&amp;NES YouTube channel</p>

Stakeholder	Activity	Engagement Statistics
<p><b>Public</b></p>	<p>Public notification of consultation and informing public of the proposals, including via:</p> <ul style="list-style-type: none"> <li>• Media release</li> <li>• B&amp;NES Website – Council Newsroom</li> <li>• Social Media channels (Twitter and Facebook)</li> </ul> <p>Each included access to the consultation information on the Council’s website and a link to the feedback page.</p>	<ul style="list-style-type: none"> <li>• 570 (529 unique) views of Newsroom post: <a href="https://newsroom.bathnes.gov.uk/news/ha-ve-your-say-security-proposals-bath-city-centre">https://newsroom.bathnes.gov.uk/news/ha-ve-your-say-security-proposals-bath-city-centre</a></li> <li>• 270 (248 unique) views of Newsroom post: <a href="https://newsroom.bathnes.gov.uk/news/bath-city-centre-security-consultation-extended">https://newsroom.bathnes.gov.uk/news/bath-city-centre-security-consultation-extended</a></li> <li>• 2919 (2307 unique) views of Council Consultation page: <a href="http://www.bathnes.gov.uk/citycentresecurityconsultation">www.bathnes.gov.uk/citycentresecurityconsultation</a></li> <li>• 1257 (1097 unique) views of Council Project webpage: <a href="http://www.bathnes.gov.uk/citycentresecurity">www.bathnes.gov.uk/citycentresecurity</a></li> <li>• 4 x Twitter posts: 8133 Impressions (times people saw a tweet); 295 Engagements (time people interacted with a tweet)</li> <li>• 2 x Facebook posts: 1555 Impressions; 74 engagements</li> </ul>

Table 1 (above) – Stakeholder Engagement and Publicity Overview

### 3.4 Public Engagement

In addition to contacting identified city centre stakeholders, the Council publicised the scheme and consultation to inform and invite feedback from all sections of B&NES community and from people and organisations outside of the authority.

To do this the Council utilised the following publicity channels:

- B&NES Media releases. 2 media releases sent.
- B&NES Website – Council Newsroom. Media releases made available on front page of Council website.
- B&NES Social Media channels (Twitter and Facebook) Regular posts throughout consultation period.
- B&NES weekly newsletter e-Connect.

## 4. Methodology

### 4.1 Consultation Material

The Council made the following consultation material available:

- **Consultation Summary Brochure** 16 page document to help the reader identify the key points of the consultation. See Appendix 1.
- **Video presentation** Approx. 4 minute video to summarise key points of consultation, hosted on YouTube. See [here](#).
- **Questions and answers document** 2 page FAQs document providing answers to some key questions related to the proposed vehicle access restrictions. See Appendix 1.
- **Equalities Impact and Mitigation Statement** See Appendix 1.

All of the material was available online on the Council's website (see [here](#)).

Those without access to the internet were able to call the Council to request printed copies of the consultation summary brochure (and survey, see 4.2 below).

### 4.2 Ways to Respond

The principle method of response was via the online survey which went live on 16 November 2020 and closed on 31 January 2021. Survey Monkey was chosen as the most appropriate platform for this, due to its user-friendly interface and ease of use. The same survey was available to all participants. The survey was accessible via the Council's dedicated [consultation webpage](#). The Council set up the online survey so that it would only accept one response per IP address.

Those without access to the internet could call the Council to request printed copies of the survey (and consultation summary brochure, see 4.1 above). The printed survey was the same as the online survey described above. Completed printed surveys could then be posted to the dedicated team at the Council.

Respondents were also able to email the Council via a dedicated email address, and post letters/completed print survey to the dedicated consultation team, with any questions or comments that could not be expressed within the survey.

It should be noted that the respondents were self-selecting and as a result any conclusions made cannot be as representative as a random sample would be.

### 4.3 Survey Questions

See Appendix 1 for a full, clean copy of the survey. The survey had 12 questions in total and was broadly split into 7 parts structured around the following:

- About city centre security priority from hostile vehicles
- About the protected streets
- About proposed daytime security access restrictions
- About proposed night time limited vehicle access
- About access and mobility
- Additional comments
- About the respondent

The survey included closed questions as well as open questions allowing freeform text responses allowing respondents to be clear and specific about their views.

### 4.4 Collation of Responses

Responses to the consultation were received via the survey and open email and letters sent to the Council.

Online and paper responses to the survey have been combined. Survey Monkey creates charts and tables that display a summary of responses to the closed questions. This functionality was utilised for these questions and is included in Section 6 of this report. The full spreadsheet of verbatim survey responses, which includes full responses to the open questions, is included at Appendix 2.

Open email and letter responses were transcribed into a spreadsheet and their content broadly organised into the survey categories. This is in order to protect respondents' anonymity and to prepare the data for analysis. The spreadsheet includes the categorised verbatim responses and is included at Appendix 3.

The open survey questions allowed freeform responses. The responses were read in full and categorised as per their content. The analysis process was fluid; there was no limit to the number of categories, and categories were created according to the content of the responses. Splitting the responses into categories allowed the identification of common viewpoints.

Section 6.1 of this report includes an overview of the categories identified, and, for survey Questions 3, 5, 7 and 8, information on how many responses fell within each category. Due to the nature of freeform responses, some comments fell into more than one category.

[Q3. Was a freeform response to Q2 *'Do you agree with the streets proposed to be included in the protected area?'* 'If No, please provide any comments or suggestions']

[Q5. Was a freeform response to Q4 *'Do you agree with the limits on the use of the streets between 10am and 6pm?'* 'If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?']

[Q7. Was a freeform response to Q6 *'Do you agree with the limits on the use of the streets between 6pm and 10am?'* 'If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?']

[Q8. Was a freeform response to *'Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders'*

Question 9 of the survey, and all of the open email and letter responses were analysed using a similar categorical process. However, due to the particularly open nature of these responses, this report does not include information about how many comments fell within each category. Instead, it provides a summary of the categories to provide an overview of comments made. See Section 6.1 Question 9 Additional Comments, and Section 6.2 below.

[Q9. 'Please provide any other comments or suggestions below']

If it was not clear what was meant by a response, no assumptions have been made about the meaning of the comment where it was not explicit.

The final section of the survey asked respondents about their relationship with the scheme to enable the council to identify views of city centre businesses / bath residents / people who live outside of Bath.

**Please note that Section 6 of this report is a collation of the consultation responses and does not go into detail of each response made. A full verbatim record of responses made is available in the Appendix.**

## 5. Amount of Feedback

A total of 522 responses were received to the consultation.

484 responses were made via the Survey, 483 of which were made online, and 1 paper copy. See Appendix 2.

38 open letter / email responses were received. See Appendix 3.

## 6. Overview of Feedback

This section includes:

- An overview of the comments made in response to the survey
- an overview of comments made in the open email and letter responses

### 6.1 Survey

Over the following pages, an overview of responses made are displayed in the same order as the survey.

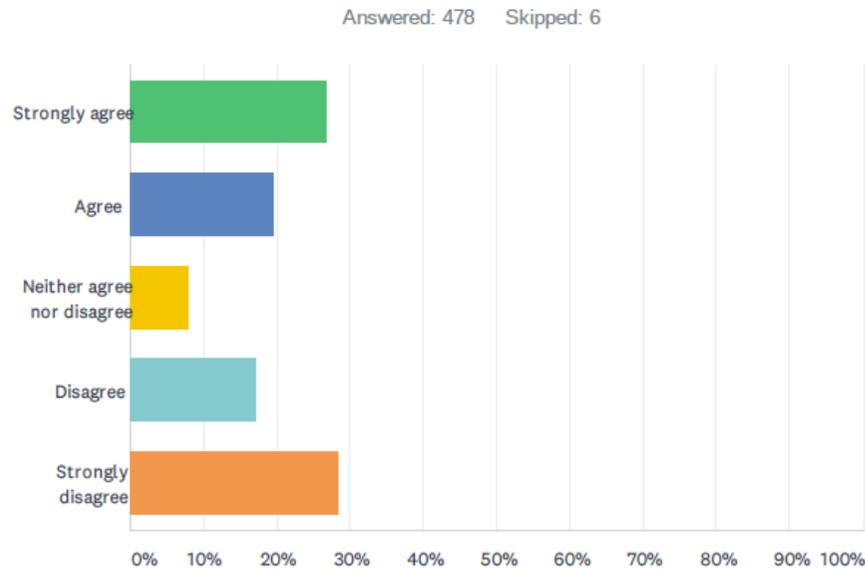
Specific question wording is shown at the top of the page, as well as a summary of the number of respondents that answered the question and the number of respondents that skipped it.

Survey Monkey charts and tables are included as summaries of the responses to the closed questions.

For each of the open questions, a collation of the comments made in the responses is included, produced using the categorical methods outlined in Section 4.4.

Verbatim survey responses are available at Appendix 2.

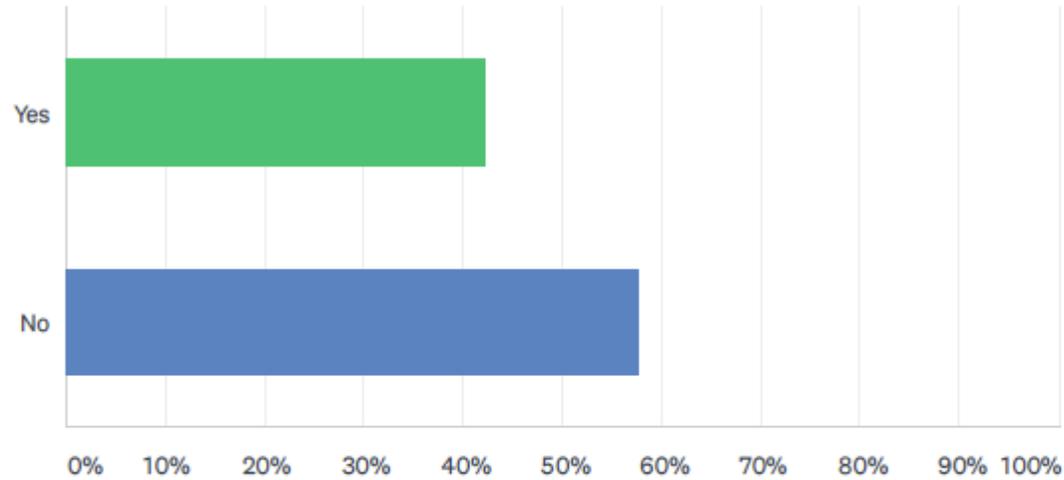
**Question 1. Vehicle access restrictions in the city centre’s most crowded streets should be used to protect people from hostile vehicles.**



ANSWER CHOICES	RESPONSES	
Strongly agree	26.78%	128
Agree	19.67%	94
Neither agree nor disagree	7.95%	38
Disagree	17.15%	82
Strongly disagree	28.45%	136
<b>TOTAL</b>		<b>478</b>

**Question 2. Do you agree with the streets proposed to be included in the protected area?**

Answered: 450 Skipped: 34



ANSWER CHOICES	RESPONSES	
Yes	42.22%	190
No	57.78%	260
TOTAL		450

### Question 3. If No, please provide any comments or suggestions

Answered: 227      Skipped: 257

Comments were made in relation to the following categories. It should be noted that the categories below were identified to group and aid the analysis of the responses; they do not go into detail of each comment. Some comments fell into more than one category. Numbers given are approximate.

- Approx. 54 comments related specifically to concerns arising from the proposals over access to and within the city centre for already **vulnerable groups** e.g. blue badge holders, those with mobility issues, autistic/learning disabled people, non-sighted people
- Approx. 52 comments questioned the **justification for the proposals**, stating that the risk from terrorism was lower than stated in the consultation material and/or that the proposals would not stop another type of terrorist attack if there were one
- Approx. 41 comments related to the negative impact of the proposals on **businesses within and around city centre** due to difficulty with deliveries, reduced custom, practicalities of business etc.
- 28 comments related to the negative impact of the proposals on the lives of **city centre residents** due to restrictions on access, parking, deliveries etc
- Approx. 25 comments related to the **proposals being disproportionate**; a better balance needed between risk from terrorism and access needs
- Approx. 13 comments related to the risk from terrorism being an **excuse to pedestrianise** / ban cars from the city centre
- Approx. 11 comments related specifically to the proposals causing **difficulty for people coming into the city centre** (e.g. residents, tourists) to access facilities and services
- Approx. 8 comments related to **accepting the principle** of restricting traffic in the city centre

- Approx. 8 comments related to the notion that the **roads should be left as they are**
- Approx. 5 comments related to wanting to see **more streets being included** in proposals for pedestrianisation
- Approx. 5 comments related to the notion that **everyday life and behaviour should not change** because of the risk from terrorism
- Approx. 4 comments related to concerns that the **character and community** of the city centre would be negatively altered by the proposals
- Approx. 4 comments related to the notion that many **other streets / areas are more crowded** than those in the proposed restricted zone
- Approx. 3 comments related to suggestions that the proposals only be enforced at certain times when the city centre is most crowded e.g. Christmas Market; **not all year**
- Approx. 3 comments related to the proposals **prioritising tourists over locals**
- Approx. 3 comments related concerns that progress on this project should not be happening during the **COVID-19 pandemic**
- Approx. 3 comments related to the **structure of the questionnaire** limiting the responses possible

**Categories with approx. 2 related comments:**

- Concerns over emergency access in the city centre
- Negative impact on surrounding streets
- The proposals restrict peoples' freedom
- More police needed on the streets instead of the proposals
- There should be fewer permanent bollards
- There is already insufficient parking provision in the city centre

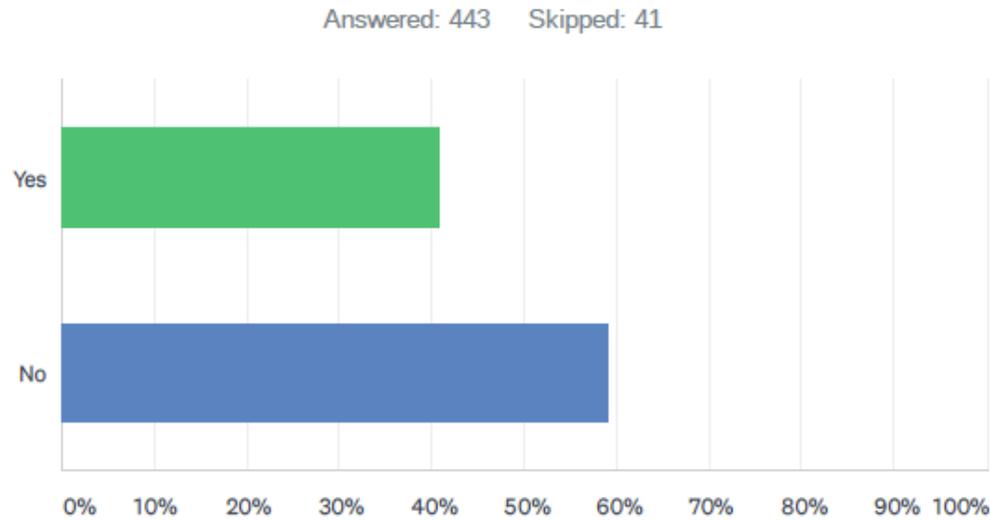
**Categories with approx. 1 related comment:**

- There needs to be more and easier vehicular access in the city centre
- There is no need for permanent bollards on Cheap St / Westgate St

**Proposed Scheme Details**

<p><b>Suggestions for streets / areas to be excluded from restricted zone (approx. number of comments)</b></p>	<p><b>Suggestions for streets / areas to be included in restricted zone (approx. number of comments)</b></p>
<ul style="list-style-type: none"> <li>- Westgate Street (4)</li> <li>- Lower Borough Walls (3)</li> <li>- Upper Borough Walls (2)</li> <li>- Orchard St (2)</li> <li>- Full length of York St is not necessary; barriers should be installed just to the East of Kingston Parade/Church St (2)</li> <li>- Abbey Gate St (1)</li> <li>- Swallow St (1)</li> <li>- York St (1)</li> <li>- Cheap Street (1)</li> </ul>	<ul style="list-style-type: none"> <li>- Westgate Street (2)</li> <li>- Protection needed at intersection of Milsom St and Old Bond / Burton St. 1</li> <li>- Westgate Buildings (1)</li> <li>- George St (2)</li> <li>- Queen Square (1)</li> <li>- Milsom Street (2)</li> <li>- Manvers Street (1)</li> <li>- Dorchester Street (1)</li> <li>- Stall St (1)</li> <li>- Guildhall / Waitrose area (1)</li> <li>- Royal Crescent / Circus (1)</li> <li>- High Street (1)</li> <li>- South entrance to Southgate St (1)</li> <li>- Bridge St &amp; Pulteney Bridge (1)</li> <li>- Access from John St to Wood St (1)</li> <li>- Kingsmead Square (1)</li> </ul>

**Question 4. Do you agree with the limits on the use of streets between 10am and 6pm?**



ANSWER CHOICES	RESPONSES	
Yes	40.86%	181
No	59.14%	262
TOTAL		443

**Question 5. If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?**

**Answered: 226      Skipped: 258**

Comments were made in relation to the following categories. It should be noted that the categories below were identified to group and aid the analysis of the responses; they do not go into detail of each comment. Some comments fell into more than one category. Numbers given are approximate.

- Approx. 63 comments related specifically to concerns over access to and within the city centre for already **vulnerable groups** e.g. blue badge holders, disabled people, or those with mental health issues, and or to the suggestion that **blue badge holders should be allowed** within restricted zone
- Approx. 33 comments related to the proposals negatively **restricting access for deliveries**, and/or the suggestion that delivery drivers should be allowed within the restricted zone
- Approx. 33 comments related to the negative impact of the proposals on **businesses that operate within the city centre** / particularly within context of the **COVID-19 pandemic**
- Approx. 30 comments related to the negative impact of the proposals on the lives of **city centre residents** due to restrictions on access affecting deliveries, tradespeople working etc. and/or the suggestion that residents' vehicles should be allowed within restricted zone
- Approx. 25 comments questioned the **justification for the proposals**, stating that the risk from terrorism was lower than stated in the consultation material and/or that the proposals would not stop another type of terrorist attack if there were one
- Approx. 20 comments related to the notion that **the roads should be left as they are**
- Approx. 15 comments related to the negative impact of the proposals on **taxi services**, and/or to the suggestion that taxis should be allowed within all or part of the restricted zone

- Approx. 13 comments related to the risk from terrorism being an **excuse to pedestrianise** / ban cars from the city centre
- Approx. 12 comments related to broadly **accepting the proposed restriction** times
- Approx. 10 comments related to the **proposals being disproportionate** to the threat from terrorism and the actual number of people on streets
- Approx. 8 comments related to suggesting **more police** on street or a new police station instead of the proposals
- Approx. 7 comments related to wanting to see **more traffic restriction**
- Approx. 7 comments related to the suggestion of **controlled access for licenced vehicles** e.g. permits, CCTV, number plate recognition, code for businesses and customers
- Approx. 7 comments related to the proposals causing difficulty specifically for **people to access day time** city centre services e.g. theatre matinees, religious services, shopping, banking, restaurants
- Approx. 5 Comments related to the **need for more consultation and research** to be undertaken before progressing

**Categories with approx. 2 related comments:**

- Concerns over emergency access in the city centre caused by the proposals
- Negative impact on people trying to travel through Bath

**Categories with approx. 1 related comment:**

- The proposals restrict peoples' freedom
- The proposals prioritise visitors over locals
- Consultation material does not show the full extent of (disabled) parking spaces lost
- The pedestrianisation of city centre roads during 2020 made for a pleasant atmosphere

### Proposed Scheme Details (approx. number of comments)

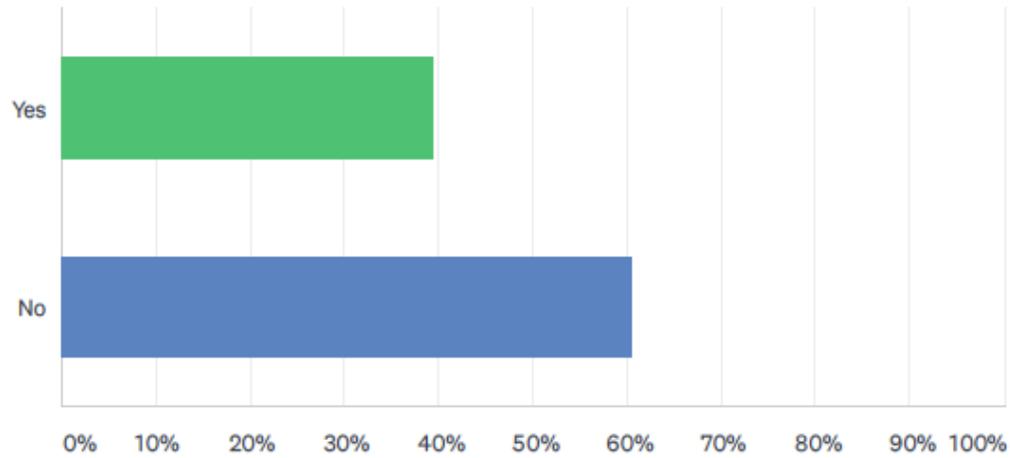
- New or additional loading bays could be provided on Westgate Buildings, Monmouth St or New Bond St (1)
- Restrict 'general car parking' but allow access for all other categories at all times (1)
- Buses should be allowed in restricted zone (3)
- Public transport into the city centre must be adequate and frequent (1)
- Access restrictions should include those on electric bikes and scooters (1)
- Services in the city centre could remain accessible perhaps 1 day a week or within a daily time period 1
- Bollards should be located on pavements instead 1
- There are not many vehicles on Westgate St (1)
- Cyclists should cycle more slowly / walk with bikes in restricted areas (2)
- There needs to be access to the Abbey for hearses / wedding cars (1)
- There should be less street furniture (1)

### Proposed restriction times

- start at 8am (1)
- start at 9am (2)
- End at 5pm (1)
- End at 6pm (1)
- Extend past 6pm (1)
- Should be 9am-10pm (1)
- Should be 11am-4pm (1)
- Should be 10am-10pm along Westgate and Saw Close (1)
- 24 hour restrictions needed in high risk areas (2)

**Question 6. Do you agree on the limits on the use of the streets between 6pm and 10am?**

Answered: 433 Skipped: 51



ANSWER CHOICES	RESPONSES	
Yes	39.49%	171
No	60.51%	262
TOTAL		433

## Question 7: If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?

Answered: 203      Skipped: 281

Comments were made in relation to the following categories. It should be noted that the categories below were identified to group and aid the analysis of the responses; they do not go into detail of each comment. Some comments fell into more than one category. Numbers given are approximate.

- Approx. 44 comments related specifically to concerns over access to and within the city centre for already **vulnerable groups** e.g. blue badge holders, disabled people, those with mental health issues an/or the suggestion that blue badge holders should be allowed within restricted zone
- Approx. 37 comments related to the proposals negatively **restricting access for deliveries**, and/or the suggestion that delivery drivers should be allowed within the restricted zone
- Approx. 35 comments related to the negative impact of the proposals on **businesses, including those that contribute to the night time economy**, that operate within the city centre
- Approx. 21 comments related to the notion that the **roads should be left as they are**
- Approx. 19 comments related to the negative impact of the proposals on the lives of **city centre residents** due to restrictions on access affecting parking, tradespeople working, disruption caused by night time deliveries etc., and/or the suggestion that residents' vehicles should be allowed in the restricted zone
- Approx. 18 comments questioned the **justification for the proposals**, stating that the risk from terrorism was lower than stated in the consultation material and/or that the proposals would not stop another type of terrorist attack if there were one
- Approx. 17 comments related to the **proposals being disproportionate** to risk from terrorism in Bath and the number of people actually on the streets / especially during the evenings

- Approx. 11 comments related to the **negative impact on taxi services** arising from the proposals and/or the suggestion that taxis should be allowed within all or part of the restricted zone
- Approx. 8 comments related to the risk from terrorism being an **excuse to pedestrianise** / ban cars from the city centre
- Approx. 5 comments related specifically to the proposals causing difficulty for **people coming into the city centre** (e.g. residents, tourists) to access evening facilities and services
- Approx. 4 comments related to **broadly accepting** the proposed times of restriction
- Approx. 4 comments related to concerns that related problems / threats will get pushed to city centre outskirts or the surrounding area
- Approx. 4 comments related to suggesting more police and/or security on the streets instead of proposals

**Categories with approx. 3 related comments:**

- The proposals restrict people's lives / freedom
- Vehicular access should be allowed for special events
- More streets and/or 24hr restrictions should be proposed
- Controlled access for licenced vehicles e.g. permits, CCTV, number plate recognition, code for businesses and customers

**Categories with approx. 2 related comments:**

- Proposals that limit cars in the city centre are positive
- The streets will be more dangerous at night for those who have to walk from venues to get a taxi

**Categories with approx. 1 related comment:**

- Concern over emergency access in the city centre caused by the proposals

- Existing barriers are difficult to navigate for cyclists
- Buses should be allowed in the restricted zone
- There should be less street furniture
- There needs to be more consultation / research / consideration before the scheme progresses
- The proposals create an atmosphere of fear and exclusion

**Suggestions for proposed time period (approx. number of comments)**

- Wrong time period proposed (2)
- Restrictions should start at 6 or 7am (1)
- Restrictions should start at 7.30am
- Restrictions should start at 8am (1)
- Restrictions should start at 9am (1)
- Restrictions should be between 9am and 6pm (2)
- Restrictions should be between 11am and 5pm (1)
- Restrictions should be between 10am and 10pm (1)
- Consider restrictions to extend until 12am around Saw Close (1)

## Question 8. Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for 'blue badge' holders

Answered: 261      Skipped 223

Comments were made in relation to the following categories. It should be noted that the categories below were identified to group and aid the analysis of the responses; they do not go into detail of each comment. Some comments fell into more than one category. Numbers given are approximate.

- Approx. 101 comments related to the notion that the proposals exclude those in already vulnerable groups, and/or the suggestion that **disabled people should be allowed into the restricted zone** to park near to the destinations that they want or need to visit. (See below for specific streets suggested)
- Approx. 29 comments related to **withdrawing the proposals** and/or there is no need for the proposals
- Approx. 21 comments related to the need for **further information and consultation** before any progress on the scheme
- Approx. 18 comments related to the need to **consider other disabilities**; not just those with blue badges and/or to consider that not all those with mobility issues use mobility scooters
- Approx. 17 comments related to the suggestion of **controlled access for licenced vehicles** (e.g. through permits, CCTV, number plate recognition) to allow for blue badge holders, deliveries, residents, taxis etc in the restricted zone
- Approx. 15 comments related to the suggestion of providing **more, free and non time-restricted disabled city centre parking** (e.g. in Broad St car park (approx. 4 comments) and Southgate car park (approx. 2 comments))
- Approx. 12 comments related to the negative impact of the proposals on **city centre businesses**
- Approx. 9 comments related to providing **alternative / improved ways for people to travel around the city** e.g. tram network, better park and ride services, better links to surrounding road network

- Approx. 8 comments related to providing city centre residents with **more, free city centre parking**
- Approx. 6 comments related to ensuring that **clear cycle / pedestrian management** needed within and around restricted zone
- Approx. 5 comments related to the suggestion of providing a **shuttle service** for disabled people
- Approx. 5 comments related to the suggestion of providing **pick-up and drop off spaces** near businesses and/or at the edge of the restricted zone
- Approx. 5 comments related to broadly **supporting the proposals** to pedestrianise city centre streets
- Approx. 4 comments related to the suggestion of providing **mobility scooters for hire**
- Approx. 4 comments related to the need for **stricter enforcement** of proper use of disabled parking spaces around the city centre
- Approx. 4 comments related to the need to ensure the design and location of street furniture is safe for all and fits into the historic context of Bath

**Categories with approx. 3 related comments:**

- Provide more disabled parking spaces on the edge of restricted zone

**Categories with approx. 2 related comments:**

- Provide more cycle, motorcycle, and EV parking spaces in restricted zone
- Provide dropped kerbs and ramp access to wheelchair enabled spaces
- Reduce the size of the restricted zone to only cover the most busy parts

**Categories with approx. 1 related comment:**

- Move the post office to more accessible place

- Provide more parking for everyone
- Stop the war against cars

**Suggestions for where access for blue badge parking is needed**

- New Bond St
- Trim St
- Barton St
- Monmouth St,
- George St
- Gay St
- Bond St
- Orange Grove
- around Guildhall
- Henry St
- South Parade
- Milsom St
- St James

## Question 9. Please provide any other comments or suggestions below

Answered: 263

Skipped: 221

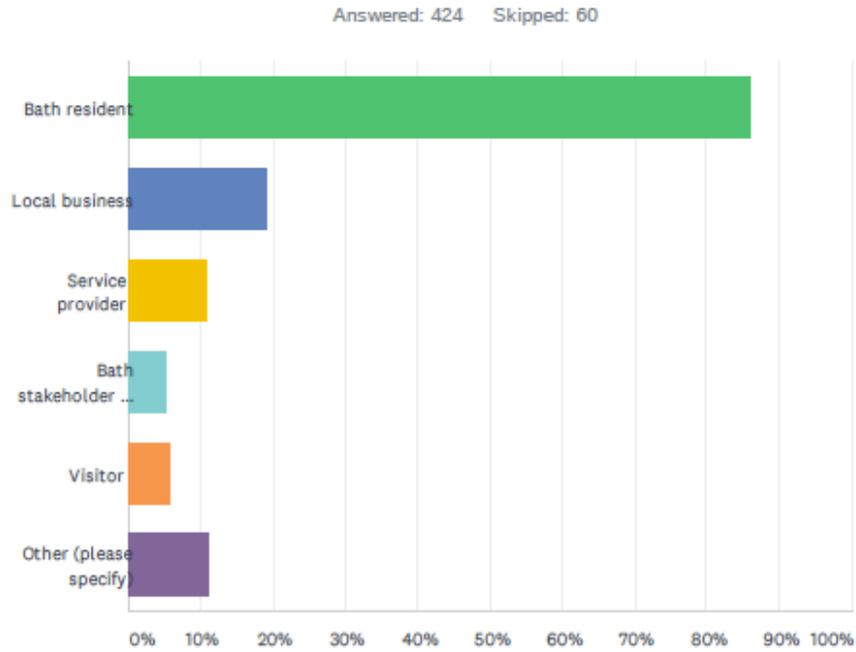
Comments were made in relation to the following categories. Due to the particularly open nature of these responses, the following does not include information about how many comments fell within each category. Instead, it provides a summary of the categories to provide an overview of comments made.

- **Rational behind the proposals.** Comments made in relation to:
  - The proposals being an excuse to progress a car-free city centre agenda
  - The proposals being disproportionate to the terrorist threat level in Bath; more evidence needed
  - Inefficacy of the proposals to stop other forms of terrorist attack (e.g. attacks made by single pedestrians rather than those in hostile vehicles)
  - Other more important things for the Council to spend money on e.g. public toilets
  - Supporting the scheme
  - Not supporting the scheme
  
- **Controlled access to restricted zone.** Comments made in relation to:
  - City centre residents, blue badge holders, licenced businesses (e.g. delivery drivers, tradespeople, maintenance vehicles, taxis), and identified other stakeholders should have access to the restricted zone to drive through and to park.
  - Well managed CCTV / number plate recognition / permits etc could be a way to manage this
  
- **Consultation and Scheme Development Process.** Comments made in relation to:
  - Inappropriate timing of consultation during pandemic. Lack of publicity.
  - More research and consultation with relevant stakeholders being needed.
  - The format of the questionnaire; leading questions
  - The information in the consultation material; more/less detail needed
  - Inappropriate timing of scheme development during pandemic
  - Concerns that comments won't be listened to

- **Impact on city centre economy.** Comments made in relation to:
  - Economic concerns; the city centre will be less accessible to residents and tourists and so less money will be spent on local businesses.
  - Concerns over practicalities for businesses that operate within the city centre including shops/restaurants/businesses, taxi firms, delivery drivers
  
- **Impact on city centre residents.** Comments made in relation to:
  - Concerns over impact on city centre residents
  
- **Accessibility and Mobility.** Comments made in relation to:
  - Concerns over access to and within the proposed restricted zone for vulnerable groups who already face accessibility problems.
    - The proposals would prevent many disabled people from being able to access essential and valued city centre facilities and services (e.g. pharmacies, opticians, post office, theatre, other shops).
    - The proposals would curtail independence of many disabled people
    - The proposals should not include the removal of disabled parking spaces.
    - (Disabled) Parking provision in the area is already inadequate.
  - Better enforcement of existing disabled parking restrictions is needed
  - More, free disabled parking should be provided
  
- **Public realm and street furniture.** Comments made in relation to:
  - New street furniture should be attractive and inkeeping with the World Heritage Site context of the city
  - There should be new attractive paving to aid pedestrianisation
  
- **Cycling infrastructure.** Comments made in relation to:
  - There should be better management of pedestrians and cyclists within the shared space
  - CCTV monitored bike racks should be installed
  - Bikes and scooters should be banned from the restricted zone
  
- **Alternative ways to address risk from terrorism in Bath.** Comments made in relation to:
  - More police on street instead of the proposals

- Train business owners to look out for terrorist threats
- Better public transport needed instead e.g. buses and park and ride
- **Proposed scheme details.** Comments made in relation to:
  - Parking / driving restrictions should be wider. Specifically:
    - Further restrictions needed on George St, southern entrance of South St, Manvers St, Dorchester St, Kingsmead Square, Westgate Buildings, Milsom St, footway that connects Terrace Walk and Abbey Green
    - Restricted zone should go on later into the night
  - How will the scheme be managed and reviewed in the future?
  - How does the existing coach drop-off area fit into the proposals?
  - How does Queens Square fit in to this?
  - The Christmas Market should not be an exception within the restricted zone
- **Other**
  - Bus gates should be removed
  - Need to consider the impact of the proposals on the surrounding area

**Question 10. What is your interest in the City Centre Security scheme (please select all that apply)**



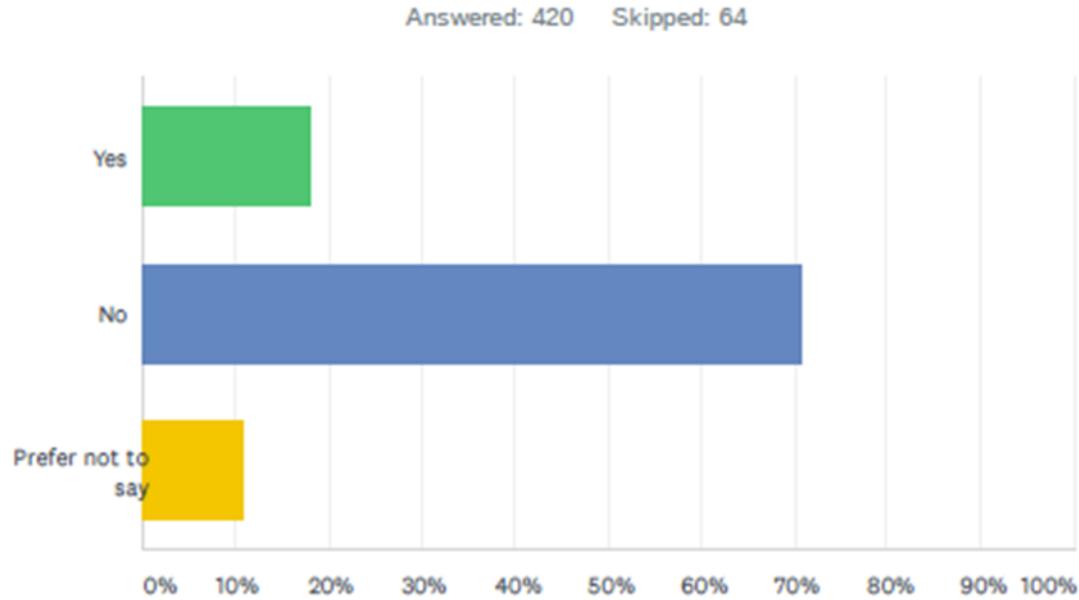
ANSWER CHOICES	RESPONSES
Bath resident	86.08% 365
Local business	19.10% 81
Service provider	10.85% 46
Bath stakeholder / Community organisation	5.19% 22
Visitor	5.90% 25
Other (please specify)	11.08% 47
Total Respondents: 424	

**Question 11. What is your postcode?**

**Answered: 398      Skipped: 86**

*Responses have been redacted in Appendix 2*

**Question 12. Do you consider yourself to have a disability?**



ANSWER CHOICES	RESPONSES	
Yes	18.10%	76
No	70.95%	298
Prefer not to say	10.95%	46
<b>TOTAL</b>		<b>420</b>

## 6.2 Open Letter and Email Responses

Comments were made in relation to the following categories. Due to the particularly open nature of these responses, the following does not include information about how many comments fell within each category. Instead, it provides a summary of the categories to provide an overview of comments made.

**Verbatim open letter and email responses, categorised as outlined in ‘Collation of Responses’ above, are available at Appendix 3**

- **Rational behind the proposals.** Comments made in relation to:
  - Insignificance of the threat from terrorism in Bath
  - Inefficacy of the proposals; what about threats from other forms of terrorist attack (e.g. attacks made by single pedestrians rather than those in hostile vehicles)?
  - The proposals being an excuse to progress a car-free city centre agenda.
  - Supporting the need to increase city centre security
  - Supporting the proposals.
  
- **Negative impact on city centre businesses.** Comments made in relation to:
  - Economic concerns; the city centre will be less accessible to residents and tourists and so less money will be spent on local businesses.
  - Concern over restrictions to deliveries to businesses in the proposed restricted areas. Many businesses depend on road freight and deliveries need to be done during daytime working hours.
  - Increased barriers to local tradespeople undertaking work in the proposed restricted area.
  
- **Negative impact on city centre residents.** Comments made in relation to:
  - Concerns over access for emergency works e.g. utility services, plumbers, electricians etc.
  - Concerns over practicalities of managing courier deliveries and essential service provision (e.g. NHS carers, cleaners etc) to city centre residents
  
- **Accessibility and Mobility.** Comments made in relation to:
  - Concerns over access to the proposed restricted zone for vulnerable groups who already face accessibility problems.

- The proposals would prevent many disabled people from being able to access essential and valued city centre facilities and services (e.g. pharmacies, opticians, post office, theatre, other shops).
  - The proposals would curtail independence of many disabled people who currently drive into and/or park in the proposed restricted area in order to visit the city centre.
  - The proposals should not include the removal of disabled parking spaces.
  - (Disabled) Parking provision in the area is already inadequate.
- **Consultation Process.** Comments made in relation to:
  - Concerns that the consultation should not be happening during the pandemic when many people are shielding / staying at home.
  - More consultation with relevant stakeholders, including more disabled people, needs to be undertaken
- **Proposed Scheme Details.** Suggestions on the proposals:
  - Consider additional security measures on John's Street and nearby bars, High Street and Guild Hall, Kingsmead Square, Milsom Street and Green Street
  - Restrict motorcycle access
  - Restrict vehicular access but still provide disabled parking access in proposed restricted zone e.g. on Westgate Buildings or Kingsmead Square
  - Ensure that location of proposed bollards allows for easy boarding and alighting of all buses
  - Ensure that proposed street furniture is inkeeping with Bath's UNESCO World Heritage status and historic character
  - Allow city centre residents vehicular access to the proposed restricted zone
  - Include electric vehicle charging points
  - Consider proposals to increase blue badge holder parking (see Appendix 3 for detail)
  - Consider practicalities for redevelopment of former Mineral Hospital
  - Consider practicalities for access to the Abbey for special events e.g. weddings, funerals.

## 7. Full record of Responses Received

**Please note that this report is an overview of the consultation, and categorises the consultation responses in order to present an overview of the comments.**

**Please see Appendix 2 and 3 for a full verbatim record of the responses received during the consultation.**

## **Appendix 1 Consultation Material**

**Please see overleaf**

# Bath City Centre Security Proposed Permanent Access Restrictions Public consultation



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**Bath & North East  
Somerset Council**

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Improving People's Lives

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# Introduction

## About this document

This document summarises initial draft proposals to permanently strengthen on-street security within Bath city centre's busiest streets and spaces.

To help shape the best possible city centre security scheme, the Council really wants to hear the views of:

- People who live and work within, or visit the city centre.
- Business, cultural and service organisations which support the economy and wellbeing of the city.
- Organisations that help protect our heritage and ensure the city is inclusive and welcoming.

Feedback to this consultation should be provided between 16 November 2020 and 15 January 2021.

To give your feedback [click here](#).

## Further consultation Spring 2021

Your feedback and suggestions will inform any changes and refinements to the final proposals. Traffic Regulation Orders that will be necessary to enforce proposed access controls will be formally advertised for further public comment in Spring 2021.



Bath city centre public life

## A coordinated package of improvements to support Bath city centre recovery

With the help of its partners, Bath & North East Somerset Council continues to work hard to support the economy and community of Bath city centre, particularly now, as we look to the future and recovery from the impacts of Covid-19.

The city centre's streets and public spaces play a vital role in its attractiveness and success. As well as providing access to shops, attractions and homes, they're the setting of our world class heritage and the canvas for the city's vibrant public life.

Covid-19 needed the Council to quickly turn to emergency measures to help Bath re-open safely. In June temporary access restrictions and pavement widening was installed to help social distancing when the Government eased lockdown restrictions. These are planned to be in place up to December 2021, or until social distancing requirements are removed by Government or they are replaced by permanent measures. The Council thanks residents, businesses and service providers for adapting to and supporting these measures at such short notice.

With emergency temporary measures in place the Council is now working with businesses and the Police on a coordinated package of improvements. These will follow and build upon existing and temporary measures to help underpin the city's recovery.



Three key schemes are to be progressed during 2021. Together they will make a significant contribution to city centre safety and security and the quality of its streets and spaces. Each will be progressed with a sequence of consultations in the coming months.

### Three key investments for 2021

#### 1. Bath city centre security improvements

There is an acknowledged threat to the United Kingdom from terrorism and past experience has demonstrated that this particular threat is acute in intensely crowded places.

Counter Terrorism Security Advisors have worked with Bath and North East Somerset Council on ways to protect the city centre and have given their support to a scheme which limits vehicle access during busy times.

This is one of a package of measures we have been working on which is designed to improve overall public safety and further strengthen protection in areas of high footfall.

On 16 November the Council is launching an eight week initial public consultation on its draft proposals with the city's residents, businesses and visitors.

**PUBLIC CONSULTATION**  
**16 NOVEMBER 2020 – 15 JANUARY 2021**

**This is the focus of this document.**  
**Find out more below**

#### 2. Kingsmead Square further 'public realm' improvements

Kingsmead Square is an important focus of the city's leisure and evening economy. Proposals aim to make it a safer car free space throughout the day and into the evening.

The existing temporary access restriction will continue, with new street furniture having been installed during October 2020.

- The Kingsmead Square proposals are separate to the City Centre Security proposals and will be subject to a separate consultation on further improvements/ operating hours and whether there should be a permanent access restriction. This separate consultation is planned to take place in early 2021.

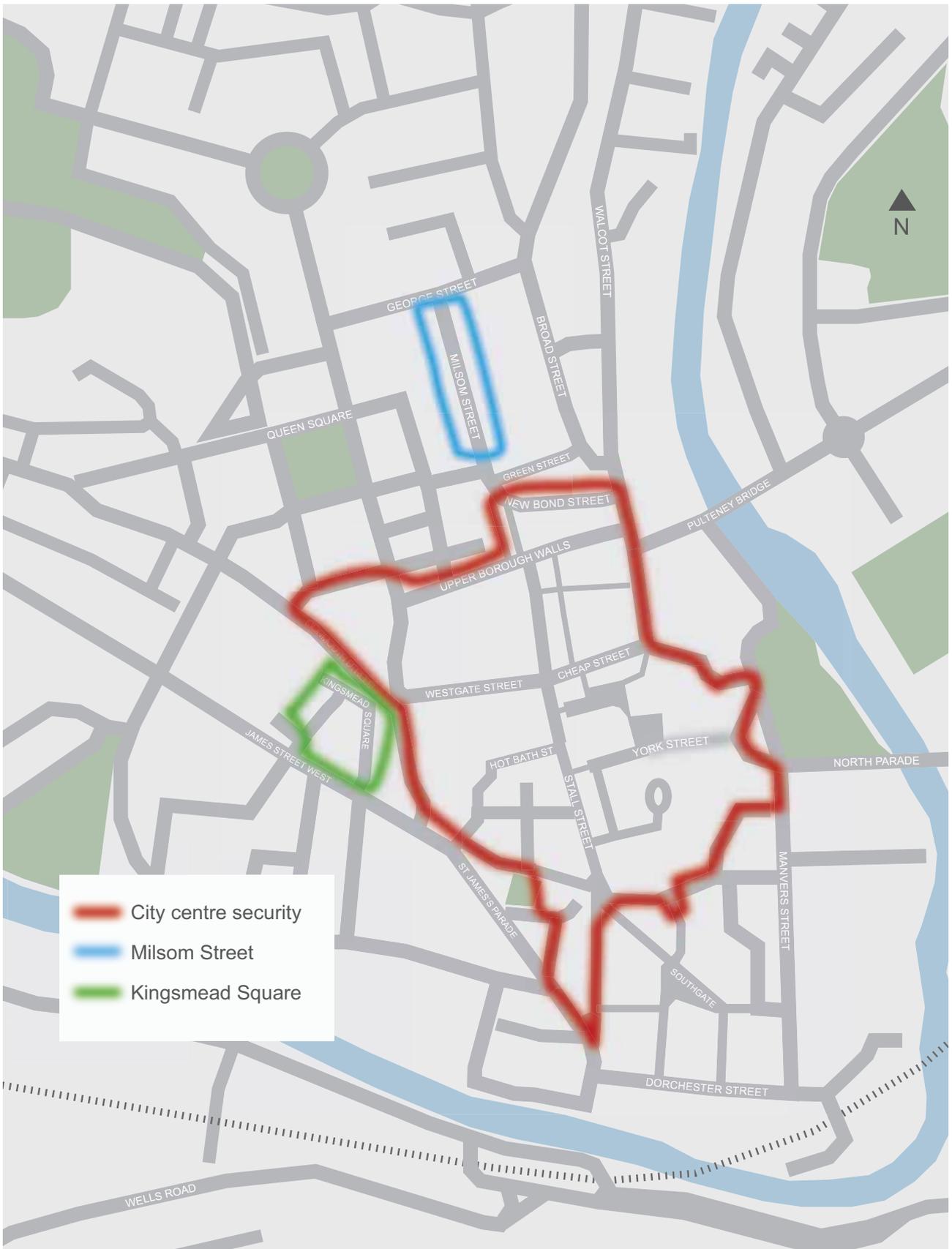
#### 3. Milsom Street: permanent bus gate and access restrictions

Milsom Street is the heart of the "top of the town". But it has suffered from changes in shopping and now from Covid-19 impacts. The Council will be working hard with partners to build a new successful future for the quarter.

The existing temporary "bus gate" will remain in place whilst consultation is undertaken on whether this should become permanent. It is now managed by Automatic Number Plate Recognition (ANPR) camera.

- Any proposals for Milsom Street will be distinct from the City Centre Security scheme and will be subject to separate business and public consultation.

**Together they will make a significant contribution to city centre safety and security and the quality of its streets and spaces.**



Plan of city centre priority schemes

# Context and objectives

## Bath security today

Safe and welcoming streets are the heart of a city's economic success.

Sadly, safety and security now must include prevention of terrorism. The Council and Police work together to protect people, livelihoods and the heritage of Bath city centre from this ongoing threat.

Since 2016, the partnership has provided a network of security. This has included:

- local and national intelligence
- City centre CCTV monitoring
- Staff and steward training
- Vehicle access restrictions with concrete barriers to protect the city's most crowded places against the risk of a vehicle based terrorist attack

There is an acknowledged threat to the United Kingdom from terrorism and past experience has demonstrated that this particular threat is acute in intensely crowded places.

The current national threat level is "severe", meaning an attack in the UK is highly likely, although this is not based on a specific threat. City centre security therefore must remain a very important factor in supporting successful recovery.

## Prevention and protection from hostile vehicles

Prevention and protection from hostile vehicles is the focus of the proposed security improvement measures.

Protection from hostile vehicles is provided through coordinated activities and measures including:

- Access restrictions and controlled gateways to control vehicles entering crowded places

### What is a hostile vehicle?

- A weapon, driven to harm people.
- Containing a bomb parked near a target
- Containing a bomb, driven at a target
- A "Trojan" vehicle, concealing terrorists

- Re-enforced street furniture to prevent hostile vehicles being driven into restricted areas

## Improving and strengthening city centre security

The acknowledged threat to the United Kingdom from terrorism, as well as past experience, has demonstrated that the particular threat of hostile vehicles is acute in intensely crowded places like city centres.

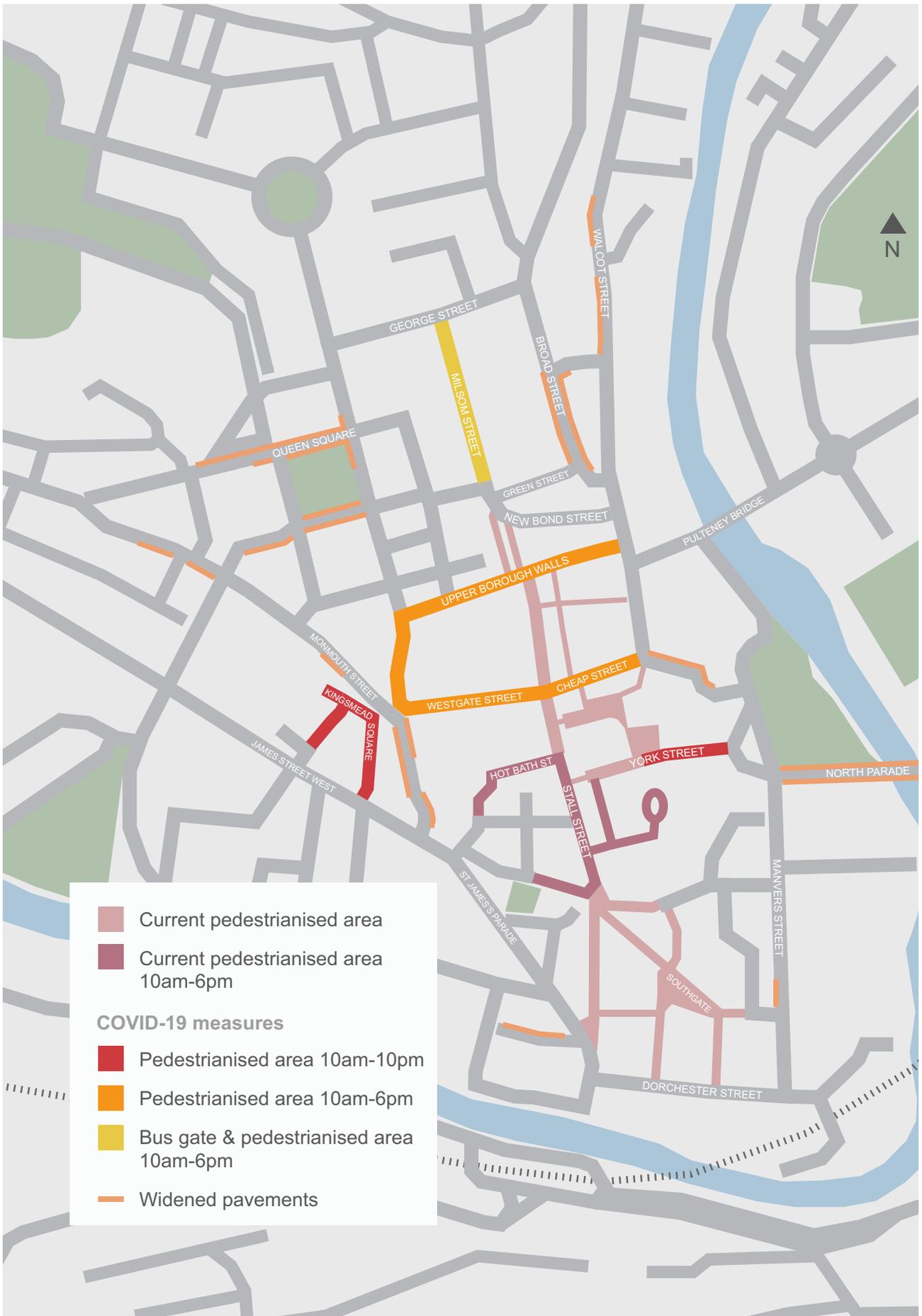
Counter Terrorism Security Advisors have worked with Bath and North East Somerset Council on ways to protect the city centre and have given their support to a scheme which limits vehicle access during busy times.

This is one of a package of measures we have been working on which is designed to improve overall public safety and further strengthen protection in areas of high footfall.

We believe these will create a welcoming, safe and secure environment that will be a big factor in supporting the city's recovery and future success.

This document contains details of the draft 2021 access restriction and security proposals. It will enable local businesses, residents and members of the public to learn more about the scheme. It should be read before providing your feedback.

## City centre security must remain a very important factor in supporting successful recovery



Plan of existing access restrictions and temporary Covid-19 measures in city centre

# Proposed city centre improvements scheme

## Guiding principles

Access restrictions and street furniture will help protect the heart of Bath World Heritage Site, maintain a safe and accessible environment and create opportunities for public life.

The suite of street furniture is currently being developed with the Council's heritage and urban design experts in liaison with Bath Preservation Trust and the Bath World Heritage Site Manager.

The scheme design will be informed by six key criteria contained in Government guidance on the design of hostile vehicle mitigation. The proposed scheme combines:

### 1 Proportionate measures to manage threats

The proposals for 10.00am to 6.00pm are restricted to those considered absolutely necessary to manage the risk from terrorism informed by the Police and the Centre for the Protection of National Infrastructure (CPNI), with the 6.00pm to 10.00am restrictions maintaining safety within the streets and supporting the daytime proposals.

### 2 Ensuring an accessible environment

New equipment will be positioned and designed to maintain pedestrian access for all people.

The Council is also commissioning an independent pan-disability study that will inform the scheme's approach to accessible design. It will engage with key stakeholders to inform the schemes approach to accessibility.

### 3 Design to protect Bath's heritage

The security scheme will ensure it:

- (i) Minimises impact on historic fabric above or below ground
- (ii) Minimises visual impact on heritage setting
- (iii) Improves opportunities to enjoy the city

### 4 Avoiding street clutter

New security equipment will add to and replace existing temporary equipment and integrate security measures within a suite of multi-functional furniture.

### 5 Design with maintenance in mind

B&NES Council has committed both capital and revenue funding to enable a high quality of specification that is maintained to a high standard.

### 6 Future proofed and flexible to counter developing threats

Access restrictions will be designed and reviewed to ensure measures can remain proportionate to and effective in protecting people from threat levels informed by the police.

**To maintain security, restrictions must be in place seven days a week and will be enforced all year.**

### Summary

The proposed scheme combines:

- Vehicle access restrictions within the city centre's most crowded streets
- Strengthened secure vehicle access points controlled/operated by the Council's CCTV control room
- New purpose-designed reinforced static and sliding protective bollards and furniture

Working with the Police, the Council proposes access restrictions that seek to provide appropriately improved security whilst continuing to allow the city's businesses and service providers a viable level of vehicle access.

### Area and streets covered

The streets covered within the City Centre Security scheme have been defined as those that are regularly sufficiently crowded to justify use of access restriction traffic regulation orders and protection from the risk of terrorist attack by robust street furniture.

The streets:

- Cheap Street and Westgate Street,
- Stall Street,
- Lower Borough Walls
- Bath Street & Hot Bath Street
- York Street
- Swallow Street
- Saw Close
- Upper Borough Walls

### Restricted access periods

To maintain security, restrictions must be in place seven days a week and will be enforced all year.

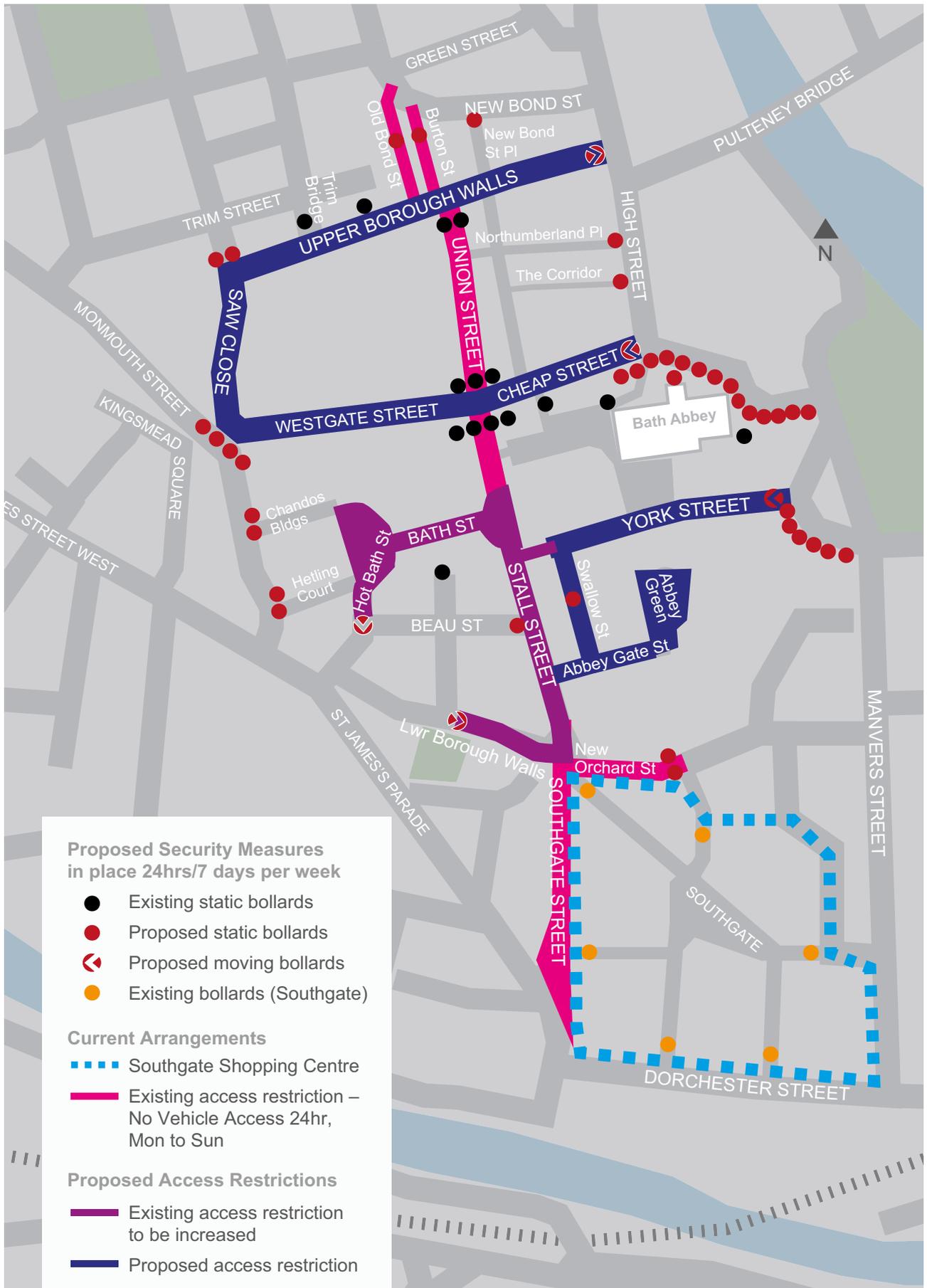
Pedestrian and cyclist access and emergency service attendance will not be affected by the access restrictions at any time.

Between 10am and 6pm restrictions will only allow controlled access by authorised vehicles including construction and maintenance vehicles. These restrictions are similar to the current temporary access restriction measures.

Between 6pm and 10am, it will be necessary to introduce new limited and controlled access to maintain street safety and to support security. This will enable access for street cleaning and refuse collection as well as managed access for business deliveries and delivery of larger goods to residential addresses.

At all times, it will be necessary to prevent opportunities to leave vehicles within the protected area. This requires removing all general vehicle access and car parking, including for residents and people who hold blue badge parking permits. The scheme will create more safe pedestrian space, but the Council recognizes removing parking affects disabled people and those with mobility issues.

Spaces for blue badge holders are available at Southgate and Council car parks, and the Council is also undertaking a pan-disability study in relation to the city centre access restrictions currently proposed, with a view to further mitigating the impacts on the disabled and those with mobility issues.



Bath city centre security proposed access restrictions

### Access restriction exemptions

#### Unrestricted access at all times

- Emergency services responding on a blue light
- Utility vehicles
- Pedestrians and cyclist access not affected

#### Daytime

10am – 6pm, 365 days

CCTV Controlled Authorised Access only for:

- Construction vehicles
- Highway cleaning and maintenance
- Bank and building society cash in transit
- Residential moves
- Large theatre and film equipment
- Royal Mail
- Temporary events e.g. Christmas Market

#### Night-time

6pm – 10am, 365 days

CCTV Controlled Limited Access for:

- Shop and business deliveries/collections
- Market traders
- Theatre equipment
- Waste collections
- B&NES Parks service maintenance
- Home delivery for larger items (e.g. white goods)

#### CCTV Controlled 24 Hour Access Restrictions

No Vehicle Access for:

- Residential vehicles
- Residential deliveries for small items such as food deliveries or small parcels
- General car parking
- Blue badge holders
- Taxis and hackney carriages

### Providing alternative car parking and drop off facilities

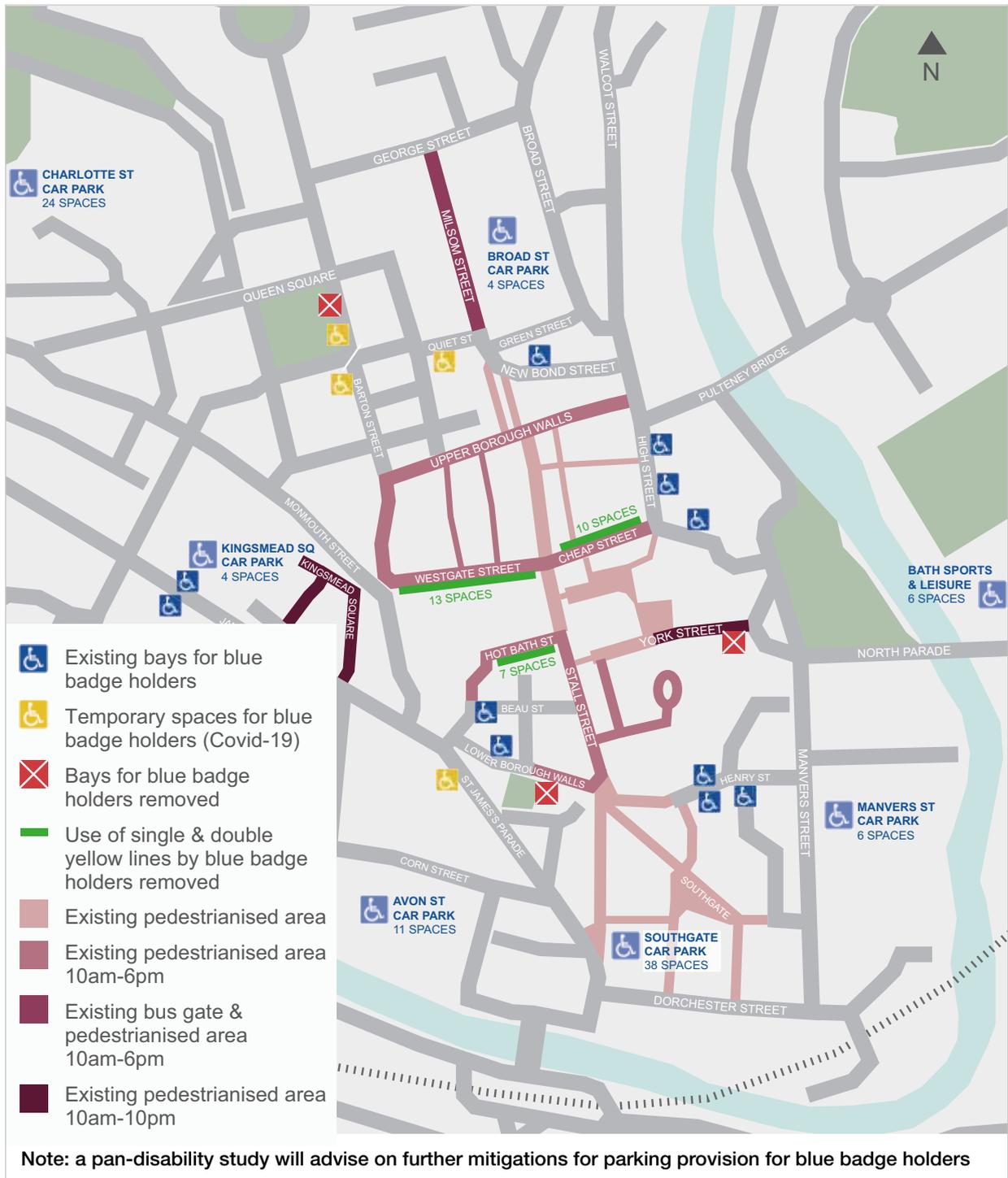
Achieving the higher levels of security in the city centre through restricting vehicle access will create a significantly safer, more spacious and welcoming environment for everyone. This is particularly important whilst social distancing continues to be necessary.

Ensuring sufficient levels of security and safety are maintained throughout the day and night within the restricted area will however require prevention of general private vehicle access and removal of all on-street car parking within the secured streets. This must include car parking spaces for blue badge holders and car access for drop-offs close to venues.

The Council recognizes this reduces the current quality of parking for disabled and mobility impaired people. This cannot be replaced within the security zone.

Spaces for blue badge holders are available at Southgate and Council car parks, and the Council is also commissioning an independent pan-disability study in relation to the city centre access restrictions currently proposed. This will engage with stakeholders to help identify a package of measures to mitigate the impacts on the disabled community and those with mobility issues.

**Achieving the higher levels of security in the city centre through restricting vehicle access will create a significantly safer, more spacious and welcoming environment for everyone.**



City centre spaces for blue badge holders

# Delivering the scheme

## Tools to deliver the scheme

The Council will combine two tools to put the proposed city centre security measures in place and then enforce their access restriction and protection.

- Traffic Regulation Orders
- Reinforced Street Furniture with CCTV Access Controls

## Traffic Regulation Orders

Councils and the Police have responsibilities and powers to keep our streets accessible and safe for everyone. Controlling when vehicles can access streets or park is part of the toolkit they have to achieve this. **Traffic Regulation Orders** (TROs) are the formal legislation used to enforce vehicle access, street parking and loading.

Government has recently created additional anti-terrorism Traffic Regulation Order powers to enable the Police and Councils to prevent access to a street or area where and when the Police recommend the need for added security demands. These new powers are proposed to be used to protect Bath city centre.

## Traffic Regulation Orders proposed

### Traffic Regulation Order Restrictions 10.00am to 6.00pm:

Traffic Regulation Orders utilising anti-terrorism powers are used to protect people in specific streets when the Police judge them sufficiently crowded on a daily basis. This must be restricted to the times when they are usually crowded.

The Police consider this applies to the streets around the Abbey between 10am and 6pm seven days a week, all year and has recommended that permanent restrictions are enforced here.

A Traffic Regulation Order for the purpose of preventing or reducing damage connected with terrorism is therefore proposed for the hours 10.00am to 6.00pm.

### Traffic Regulation Order Restrictions 6.00pm to 10.00am:

In support of the 10.00am to 6.00pm proposed restrictions, Traffic Regulation Orders are also proposed for the period 6.00pm to 10.00am for the purposes of avoiding danger to persons or other traffic using the road and for preventing damage to the road or to any building on or near the road.

## How are Traffic Regulation Orders Made?

All TROs, including those powers relating to anti-terrorism measures, must be decided through a formal process established by highways legislation and managed by the local authority. The proposed changes will be formally advertised by the Council for 21 days. In this time a member of the public or affected party may lodge an objection to the proposals. Any duly made objection must be considered by the local authority, in its determining of whether to “seal” or confirm the TRO.

## Initial eight week consultation

To enable views to inform and shape the best possible scheme before it is formally advertised, the Council has committed to this initial eight week period of public consultation. This includes an opportunity to view and comment on proposals at:

[www.bathnes.gov.uk/citycentresecurity](http://www.bathnes.gov.uk/citycentresecurity)

# Purpose -designed reinforced street furniture

Access restrictions and crowded streets and spaces in many cities are now protected by purpose-designed strengthened suites of permanent street furniture. This can incorporate:

## Moving “vehicle access” bollards

To enforce access restrictions and resist hostile vehicles, moving bollard gateways will be installed at entrances into restricted streets. To avoid damage to Bath’s underground cellars and heritage, the scheme is proposing the use of a sliding bollard system which does not require deep foundations.

## Static street furniture

Protection of Bath’s city core crowded pedestrian streets and public spaces will be enhanced using a suite of purpose designed street furniture.

Proposed locations of equipment are shown on proposal plans.

Equipment also may include:

- Bollards
- Cycle stands

Detailed designs are currently being considered in collaboration with the Council’s Design and Heritage teams and Heritage stakeholders.



Rising bollards in London

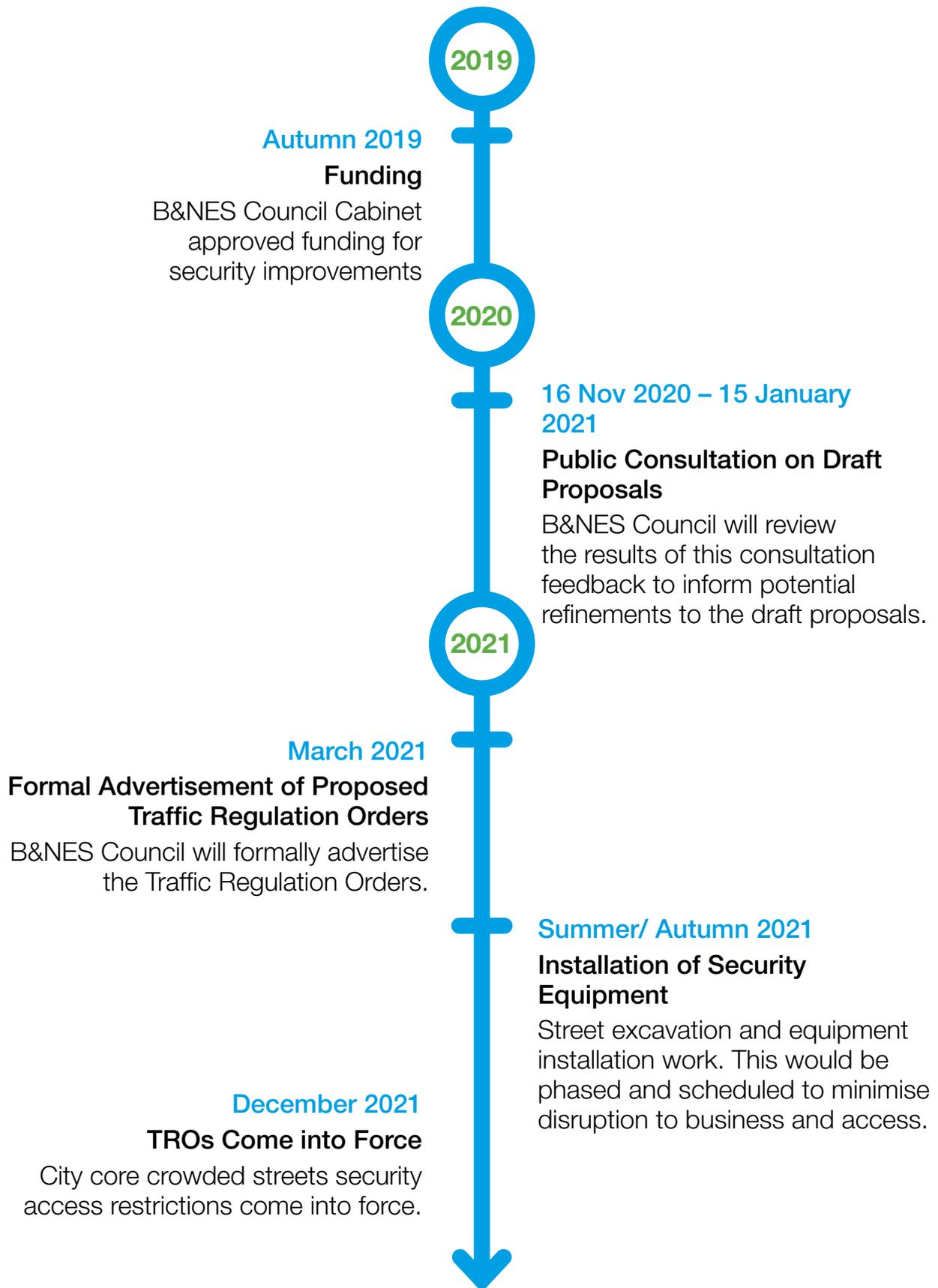


Moving bollards in Southampton



Bollards in London

# Potential timeline



# How to give us your comments

Feedback to this consultation should be provided between 16 November 2020 and 15 January 2021. To give your feedback online **click here**.

## Online

To fill out and submit a feedback form **click here**.

## By post

Information about this consultation is available on request in other languages, audio, Braille, large print or other formats.

To request a hard copy or another format please contact us by email [citycentresecurity@bathnes.gov.uk](mailto:citycentresecurity@bathnes.gov.uk) or by telephone on 01225 39 40 41.

These can be returned by post to:

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Environmental Services  
Lewis House, Manvers Street,  
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## By email

[citycentresecurity@bathnes.gov.uk](mailto:citycentresecurity@bathnes.gov.uk)

## Thank you for your time and feedback

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**Bath & North East  
Somerset Council**

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Improving People's Lives



**Avon and Somerset Police**  
**SERVE.PROTECT.RESPECT.**

# City Centre Security: Frequently Asked Questions and Answers on proposals

## Vehicle Access Restrictions

*What type of access restriction will be in place and how will this be managed?*

The restricted streets will be signed as 'pedestrian and cycle zones' with automated bollards in place to prevent vehicular access. Access to the city centre will only be allowed via an intercom on a communication pillar. Our CCTV Control Room staff will respond to the intercom and have the final say on who can gain access. It will only be granted to vehicles specified in the traffic regulation order.

*I am disabled and need to park outside the shops. How can I do this if you are preventing access?*

To maintain necessary levels of security inside the pedestrian zones it will not be possible to park on-street, this includes blue badge holders. There are a number of dedicated disabled bays available within the streets surrounding the access restrictions, including some temporary additional disabled parking in response to Covid-19. The Council has also commissioned a pan-disability study which will advise on further mitigations to disabled parking provision.

Disabled bays for blue badge holders are available within Council car parks at Charlotte St (24 spaces), Avon St (11 spaces), Kingsmead Square (4 spaces), Broad St (4 spaces) and Manvers St (6 spaces). Further spaces are available in private car parks at Southgate (38 spaces) and Podium (13 spaces).

*I am a resident living within one of the restricted streets. Will I still be able to receive my food delivery service, parcels or other goods e.g. new washing machine during daytime hours?*

Food delivery services will not have access, and will need to be trolleyed or carried in from outside the restricted zone. Smaller parcels will need to be dropped at a collection point e.g. Amazon Dropbox or Collect+ located around the city centre and surrounding areas. For larger goods e.g. new washing machines you will need to apply for a 'one-time use' access permit, which you can apply for on the Council's website.

*How will I move to or from a property within one of the pedestrian zones once the new security measures are in place?*

You will need to apply for a 'one-time use' access permit, which you can apply for on the Council's website. Subject to approval, permitted vehicles will be required to show a copy of the approved permit to control room staff at the vehicle access point. Failure to present this document will prevent access.

*Will I still be able to pick up larger goods purchased in-store by car within the road closure area?*

No, you will need to find suitable parking provision outside of the restricted area or make arrangements with the store to deliver to your place of residence. *I live within one of the pedestrian zones. How will I receive medication through my chemist delivery service?*

Pharmacies and medical delivery services will need to find suitable parking provision outside the pedestrian zones at all times.

*I am a street trader that operates in Bath. When I can access my pitch location?*

Access will be provided before 10am to enable set up and after 6pm to dismantle your pitch. Should you wish to dismantle before 6pm you will need to do so utilising one of the loading bays outside the pedestrian zones.

*Where the roads have been restricted will the Council or private waste service providers continue collections at their normal times?*

Waste collections will remain the same, ensuring they are completed before 10am or after 6pm to suit the new restrictions.

*If I have a fault with one of my utility service providers and the road is closed how can they access my business or property to undertake repairs?*

Utility service providers will be able to gain access to make necessary repairs but will be required to provide a number of pieces of information to the Council's CCTV Control Room beforehand before access is granted.

*I am due to have work undertaken to my property; will trades people, who require a vehicle, have access while the road is closed?*

Between 10am and 6pm, a tradesperson will not be given access to any of the pedestrian zones and should park outside the restricted zone and carry or trolley in their required apparatus. However, if it is considered essential for the trader to have vehicular access, a one-time permit should be applied for via the Council's website by the resident/ business owner.

*I have a burst water pipe in my property, will an emergency plumber be given access?*

Access for emergency work on a property is permitted, but residents/ business owners will be required to provide one hour's notice to the CCTV Control Room, in addition to details of the tradesperson who will be attending.

*Will I be permitted to have a skip delivered/ removed from outside my property or have scaffolding erected/ dismantled on a restricted street?*

Yes. Subject to a successful request for a skip/scaffolding license, the Council's skips and scaffolds licensing requirements automatically provides for access. A number of pieces of information will need to be provided to the Council's CCTV Control Room beforehand before access is granted.

*Will I still be able to cycle through the restricted streets?*

Yes, where permitted and with caution.

## **Bath City Centre Security Improvements**

### **Equalities Impact and Mitigation Statement**

There is an acknowledged threat to the United Kingdom from terrorism and past experience has demonstrated that this particular threat is acute in intensely crowded places.

To maintain the necessary levels of security required as part of the City Centre Security scheme, no on-street car parking will be allowed within the proposed protected areas at any time, including for blue badge holders. The Council recognises this reduces the current quality of parking for disabled and mobility impaired people.

The Council is committed to maximising the accessibility of the city centre and minimising the impacts caused by securing it from terrorist threat. To help achieve this it is commissioning an independent pan-disability access consultant to inform the schemes approach to accessible design. The consultant will engage with stakeholders to help identify a package of measures to mitigate scheme impacts on the disabled community and optimise opportunities to deliver its benefits.

Existing temporary COVID-19 blue badge permit holder parking spaces will remain in place during the consultation period and prior to any resolution and implementation of permanent security proposals and access restrictions, subject to the Government maintaining social distancing requirements.

Dedicated blue badge holder on-street parking bays remain available within the streets surrounding the access restrictions.

Furthermore, disabled bays for blue badge holders are available within Council car parks at Charlotte St (24 spaces), Avon St (11 spaces), Kingsmead Square (4 spaces), Broad St (4 spaces) and Manvers St (6 spaces). Further spaces are available in private car parks at Southgate (38 spaces) and Podium (13 spaces).

**Bath City Centre Security Scheme**

**A key part of the Council's role is keeping the city's streets and spaces safe and secure from the threat of terrorism. Since 2016, the Council and Avon & Somerset Police have coordinated protection work designed to improve overall public safety and strengthen protection in areas of high footfall.**

**As the threat to the United Kingdom from terrorism remains, it is important that Bath & North East Somerset Council, with the help of its partners, continues to work hard to support the economy and community of Bath City Centre. The Council has been working closely with the Police on plans to further strengthen City Centre access restrictions and install new purpose-designed street furniture which will provide permanent enhanced safety for people in areas of high footfall.**

**We'd like your views on proposals to permanently strengthen on-street security within Bath City Centre's busiest streets and spaces.**

Bath City Centre Security Scheme

About City Centre Security Priority and Protection from Hostile Vehicles

**There is an acknowledged threat to the United Kingdom from terrorism and past experience has demonstrated that this particular threat is acute in intensely crowded places. Avon & Somerset Police Counter Terrorism Security Advisors have worked with Bath and North East Somerset Council on ways to protect people in Bath's most crowded tourist and shopping streets from hostile vehicles by improved, permanent 24 hour, all-year round vehicle access restrictions enforced by robust CCTV controlled gateway points and bollards.**

1. Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Bath City Centre Security Scheme

About the protected streets

**The streets covered within the City Centre Security scheme have been defined as those that are regularly sufficiently crowded to justify use of access restriction traffic regulation orders and protection from the risk of terrorist attack by robust street furniture.**

**Please see attached [link](#) to the streets included in the City Centre Security proposal.**

2. Do you agree with the streets proposed to be included in the protected area?

- Yes  
 No

3. If No, please provide any comments or suggestions

**Bath City Centre Security Scheme**

**About Proposed Daytime Security Access Restrictions**

**To increase security, between 10am and 6pm only pedestrians, cyclists, emergency and authorised vehicles can be allowed access into the protected area.**

**Please see attached [link](#) to the restrictions.**

4. Do you agree with the limits on the use of the streets between 10am and 6pm?

Yes

No

5. If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?

Bath City Centre Security Scheme

About Proposed Night time Limited Vehicle Access

**To maintain safety, between 6pm and 10am only business deliveries and services and home delivery of large items (e.g white goods) will be provided access within the restricted area.**

**Please see attached [link](#) to the restrictions.**

6. Do you agree with the limits on the use of the streets between 6pm and 10am?

Yes

No

7. If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?

**Access for mobility scooter users will not be restricted. However, to maintain security and safety levels, no on-street car parking will be allowed within the protected area at any time. The Council recognises this reduces the current quality of parking for disabled and mobility impaired people. The Council is commissioning an independent pan-disability study in relation to the City Centre access restrictions currently proposed. This will engage with stakeholders to help identify a package of measures to mitigate the impacts on the disabled community and those with mobility issues.**

8. Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for “blue badge” holders

**Additional Comments**

9. Please provide any other comments or suggestions below

**Bath City Centre Security Scheme**

**About you**

10. What is your interest in the City Centre Security scheme (please select all that apply)

- Bath resident
- Local business
- Service provider
- Bath stakeholder / Community organisation
- Visitor
- Other (please specify)

11. What is your postcode?

12. Do you consider yourself to have a disability?

- Yes
- No
- Prefer not to say

Consultation Feedback Report | Bath City Centre Security Scheme | Final | 17.5.21  
Appendix 2 Verbatim Survey Responses

Vehicle access restrictions in the city centre's most crowded streets should be included to protect people from hostile vehicles	Do you agree with the streets proposed to be included in the protected area?	If No, please provide any comments or suggestions	Do you agree with the limits on the use of the streets between 10am and 6pm?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?	Do you agree with the limits on the use of the streets between 6pm and 10am?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?	Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders	Please provide any other comments or suggestions below	What is your interest in the City Centre Security scheme (please select all that apply)	Do you consider yourself to have a disability?
Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response
Strongly disagree	No	I consider that security measures should be put in place at specific times eg. christmas market, rugby days, Bath festival, Jane Austen events, etc and not 365 days a year	No	You're challenging terrorists and offering them opportunity to operate after 6pm and before 10am and visit southgate or the train and bus stations. I do not consider that 365 day security is acceptable.	No	At a time when people expect same-day delivery and even home delivery you are asking that 20 day notice is given. This severely restricts the rights of those in central Bath. Delivery costs will rise for after 6pm deliveries, an unfair penalty for those living in the centre of Bath.	I trust that further consideration will be given to the needs of the elderly, unfirm or Blue badge holders. Bath is unlike Oxford, not conducive to cyclists from north to south, which have steep hills. The loss of on-street parking will seriously impact on the ability of traders to make a profit. Your proposals coincide with other places being asked for cheaper, or free, parking. A town in the north has introduced 'park free after three'. What a difference!	A cynic might say that this draconian policy is a way of implementing the Council's obvious hostility to the car, dressed up as a way of making Bath safer. Combined with the Clean Air plans, wider pavements I fear the result will be deserted streets, more empty shops and a serious loss of income for the Council (resulting from unpaid rent, business rates & Council tax - from the hundreds of exempt listed buildings). Yes, the air will be fresher but there will be many fewer in Bath able to breathe it. Cyclists and walkers will not make up the shortfalls. I note that Banes is taking a hard line with those behind with their rent, unlike many private and public company landlords who are allowing deferred payments, & in many cases are writing off some of the arrears. I am 87 & my wife has a Blue badge without car parking - to include Blue Badge parking - we shall shop and visit Frome, Warminster, trowbridge, etc rather than the city we love, to have lived in all our lives. Personally I worked in Central Bath from 1957-2015 and I never thought my Council would embark on a scheme of this nature. A sad tax payer as I write this. I would really like to know whether it was the Avon & Somerset Constabulary, or the Council that first came up with this policy. I suspect the latter. If the Police took the initiative why aren't similar policies being implemented in cities like Salisbury, Taunton,Cheltenham, Swindon, Gloucester, York, Harrogate, etc. Bath cannot be the only town or city that is vulnerable.	I live within Banes, but outside the central area	Yes
Strongly disagree	No	You are being discriminative because of a possibility and why should innocent be affected daily because of criminals.	No	Again you are discriminating against residents and disabled drivers.	No	You do not have the right to affect people's lives at all let alone timetable it.	Give them back all the spaces you have already deleted over the last few years in favour of the casino, taxis, loading bays and stop giving against the disability discrimination act as you are stopping access to their amenities.	I am sending you my long letter of all the reasons why I object and how dare you try this in the middle of a pandemic when most disabled people have been locked in their homes. The government has been protecting us, you are eliminating us from our city.	Bath resident	Yes
Strongly agree	Yes		Yes		No	Emergency access for tradesperson need to be revised. I do not think that 1 hours notice is necessary by the householder. I think perhaps a recommended list of responsible tradesperson be provide that can access the area when necessary.	Perhaps access to an electric chair can be provided, e.g. hired at discount price from city car parks.	It is usually the less able or poorer citizens that will have trouble with all these rules and regulations. More thought, education, publicity and work arounds need to be factored into these new RULES.	Bath resident	Yes
Strongly disagree	No	Why would anyone wanting to execute an attack in Bath be dissuaded by stopping vehicles on a few streets? You have not articulated the scale of potential threat in Bath as opposed to any other City or target in the UK. If it's soft targets and tourists in the Roman Bath/Abbey precinct, it's more likely to be a suicide attack from someone wearing a back pack. I assume the next set of restrictions you come up with will then have to be security checks for everyone coming in to and out of the centre? As our elected representatives you are doing a pretty poor job at understanding what we regard as the likely threats and just how small they are. This feels like unfocused activity that is more to do with the clean air zone than it ever is to deal with terrorist threat. It could be argued that greater concentrations of pedestrians in the new area would actually increase likely fatalities given a similar attack as the Ariana Grande Manchester concert bomb in May 2017. Nothing in these proposals would help. You proposals are for treating symptoms of a problem that I'm not sure we believe we have.	No	I don't believe the proposal in any way reduces risks of terrorist attack.	No	I don't believe the proposals deal in any way with reducing risks of terrorist attack. The terrorists will just target other locations where they can have maximum impact. The Ariana Grande concert attack killed 22 people. A suicide bomber on any of the streets in your proposal could injure and kill many more. A vehicle attack could target and kill many more people in Victoria Park either on the grass or along the wide pavements. Your approach will have wide ramifications to those of us that live in Bath, cost a shed load of money and actually achieve nothing of what you claim.	Please don't take this usual approach of a study to follow to assess the impact. Try working on this from the other end. Access for blue badge holders is a problem now and your proposal just makes it worse and most likely wont stop any terrorist attack. If Bath built a tram network that provided proper blue badge holder support in terms of ease of access, trained helpers, and free parking at a tram stop elsewhere in Bath, you might actually be thinking about their problems before you start asking us to solve the problems you are causing for them.	This whole proposition is ill-conceived, ill-timed and as far as I can ascertain responding to threats that quite honestly are of little concern to many Bath residents. You spent a fortune on the signs for 20mph limits which has added further inappropriate street furniture in almost every street, signage and cameras for the clean air zone and now you want to place bollards and more cameras to stop terrorist attack. You are heading the wrong way and claiming it's because we the tax payers want it. I don't think we do. We want a healthy, attractive City, with vibrant shops and nightlife. You are actively seeking to make the centre of Bath into a 1960's concrete "shopping" centre. They didn't work then and they won't work now. You will remove the essence of the centre of Bath with this proposal and you are not doing it because we asked you to. Vigilant, engaged citizens who love this City and feel you work for and with us is your best defence against terrorism. Don't make this mistake in our name.	Bath resident	No
Neither agree nor disagree	No		No		No				Bath resident	Prefer not to say
Strongly agree	Yes		Yes		Yes				Local business	No
Strongly disagree	No	This seems to be more about banning cars than protecting us from terrorists (or Covid, which is the current excuse). I'd suggest you just leave the streets alone.	No	The 'threat' doesn't warrant this level of over-reaction. If the Council wants to ban cars, it should put its proposals to proper consultation and impact assessment, not hide behind Covid and Terrorism regulations.	No	The proposals are almost certainly illegal because of their discriminatory impact on disabled people. At the very least blue badge holders should be allowed in from 6-10, although it should be 24/7.	Offering extra spaces in council car parks is a fatuous response - the point of the blue badge scheme is to allow disabled people to park near their destinations, not hundreds of metres away. The current situation effectively bars disabled people from Westgate St. They need to be allowed in.	Some of the proposals (such as that someone in the 'protected' zone with a burst pipe will have to wait an extra hour while their plumber is 'authorised') border on the unhelpful. All of them are redolent of a council that thinks the city belongs to them, not to the people who live here. The use of first anti-Covid and now anti-terrorist legislation to push these measures through shows that the council knows they wouldn't stand up to full scrutiny. Please can the council concentrate on delivering good services and leave our streets alone.	Bath stakeholder / Community organisation	No
Agree	No	The principal of restricting traffic on Cheap Street, Westgate, Saw Close and Upper Borough Walls to help prevent vehicle security threats is accepted. However, businesses on these roads still need to operate effectively. This includes the need for deliveries, collections, pick-up and drop-off activities for example. If these can't be accommodated on these streets, suitable mitigation in the form of nearby loading bays or drop-off bays outside of the security zone should therefore be provided.	No	The principal of the times of restrictions is accepted. Deliveries for consumable and perishable goods to businesses would also have to take place during the day when vehicles would not be permitted. If these can't be accommodated on these streets, suitable mitigation in the form of nearby loading bays outside of the security zone should therefore be provided. For instance new or additional bays on Westgate Buildings, Monmouth Street or New Bond Street. This isn't provided for in the current scheme.	No	Businesses in this area would not be anticipated to attract a significant number of vehicle trips largely due to its central location accessible by walking, cycling and public transport. However, visitors, particularly those that may be mobility impaired should be offered a choice of means to reach the businesses on those streets, for instance by taxi from the railway station. The drop-off and pick-up requirements would therefore need to be considered nearby to mitigate the impact on businesses. Additional pick-up and drop-off facilities and "blue badge" parking should be provided close to the existing businesses affected, such as on New Bond Street, Trim Street, Barton Street or Monmouth Street.	Reassurance is required that the vehicle access protocol in place would allow for construction and redevelopment of properties within the zone without excessive restrictions in what is already a complex area for construction to take place.	Local business	Prefer not to say	
Neither agree nor disagree	No	I am very worried about the use of static bollards. I think it is much safer to only use raising bollards - a threat such as fire in the Abbey, for example, would require speedy vehicle access all around the building. Furthermore, it is not known what emergency circumstances may evolve within all the city centre all elsewhere, and static bollards could easily cause delay in vehicle response times to attend those emergencies, or block or restrict access. You cannot know what lies ahead, and should not risk endangering life.	No	I think it unreasonable to city centre residents that they cannot have food deliveries, or utilities and tradespeople to access their homes by vehicle. It is depriving those residents of equal opportunities with residents in other parts of the city.	No	Please read my previous comments. I do not believe it is lawful to deprive residents in the centre of Bath of the ease of access for deliveries and services to their homes	It seems from your map of disabled parking spaces that there are no new ones to be provided. I believe that it is a duty that you investigate the number of residents with the city centre zone who require disabled parking spaces adjacent to their homes and ensure that you provide them in your plan. If you do not, you risk treating them unfairly, and could be guilty of discrimination. You could also risk making the city centre a very undesirable place to live, which I doubt is your intention - this also applies to the previous question.	Although the intention is fair, I think the strategy needs revising. The plans risk making the city centre a very undesirable place to live, which I doubt is your intention. You cannot protect the city from terrorist threats by vehicle access bans alone, and the bans you suggest have problems I have listed previously. I believe that a return of a proper viable and visible police service is essential - and a visible police station. As we sadly know, terrorists can also arrive on foot. We need police regularly patrolling our city and doing other vital police work, as in other major cities.	Bath resident	No
Agree	Yes		Yes		Yes			I am not in a position to question or challenge the Council's view as to whether these restrictions are proportionate to the terrorist threat, on which the entire proposal depends. The major constraints are on residents in the affected area and on the disabled. The proposed pan-disability study ought really to be undertaken and consulted on before the proposed restrictions are implemented.	Bath resident	No
Strongly agree	Yes		Yes		Yes			More pedestrianisation is a good thing.....some people object to any change and see it all as a threat to their convenience. When will they realise we need to use cars less. The whole way we use cars and get aggressive when driving is detrimental to good quality of life. Bath and the world would be a better place with less cars.....	Bath resident	No
Strongly agree	Yes	I would like to see more pedestrianisation regardless of the security risk	Yes		Yes	Limiting cars access is a good thing...people will adapt and it be better for everyone regardless of security risk	Presumably you can always make exceptions for disabled people....just allow the barriers to rise			
Strongly disagree	No	I cannot see the need for this protection scheme, if a terrorist want to create mayhem in Bath none of these measures will stop them!	No	Do you not think the Global Pandemic is hurting city centre traders enough without you sending shoppers elsewhere	No	We've all been encourage to shop on line Now you want to prevent the goods being delivered with ease, have you really thought this through for the current climate? Access to restaurants and theatres, cinemas etc may as well not even attempt to open after Covid -19	So you think the elderly, and partial disabled will go elsewhere to shop and dine and for their entertainment for now UNTIL they are have declined in health enough to have a mobility scooter and then like a lot of ageing scatter /bike riding thugs they come back to Bath and keep riding around 'cos they can't park up. If this wasn't so serious, I'd be laughing at the joke!	You obviously made the information available so difficult to follow on purpose. I imagine few folk had the patience to work their way through it all. I cannot believe in the economic climate we are are in right now, you are STILL planning to go ahead with discretionary so called clean air zone for those who can't afford an electric car which cost more economically and environmentally to produce than a modern combustion engine and the hardship you will cause to the blue badge holders who maybe are still able to walk, but suffer from eg COPD so cannot collect goods and carry them to an outer central car park. Liberal D's don't ever expect my vote again. I thought you were going to be good for Bath.	Bath resident	Yes
Strongly disagree	No	There should be more and easier access for all vehicles to make life easier for residents and reduce pollution from vehicles taking longer, slower routes	No		No				Bath resident	No
									Local business	

Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles	Do you agree with the streets proposed to be included in the protected area?	If No, please provide any comments or suggestions	Do you agree with the limits on the use of the streets between 10am and 6pm?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?	Do you agree with the limits on the use of the streets between 6pm and 10am?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?	Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders	Please provide any other comments or suggestions below	What is your interest in the City Centre Security scheme (please select all that apply)	Do you consider yourself to have a disability?
Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response
Agree	Yes		No	If the risk is as you say, why not start at 8.00 am?	No	If deliveries can only take place during these hours, presumably the costs of delivery will increase, to be passed on to the buyers	As blue badge holder I am very concerned about this. Until we see the outcome and recommendations from your study it's impossible to comment on specifics. As it stands the proposal, allowing no drop-offs either, will curtail independence. Not everyone can afford a mobility scooter - or has room to house it.	Since we have no details of the terrorism threat it is impossible to know how proportionate these proposals are. Generally the cost of living in Bath will inevitably rise and this will disproportionately impact on the older and poorer population. How about a tourist tax/levy to cover these costs which you say will improve the visitor experience and necessary investment in the arts and heritage sector.	Bath resident	Yes
Strongly disagree	No	Residents, many elderly will have their lives made more difficult especially if they rely on deliveries. Will harm business. Waste of tax payers money.	No	Many people require access for business. Residents inconvenienced. Trojan horse for councils anti vehicle stance. Will drive city business backwards at this hard time.	No	Don't have any.	not necessary if above plans are scrapped.	Lucid waste of money. Bath should be moving forward as a vibrant city not getting stuck in aspic. This seems like a dogma driven scheme hidden in a cloak of security.	Bath resident	No
Strongly agree	No	Agree with current scope but Kingsmead Square should be covered as well.	No	Residents should be encouraged to avoid having deliveries between 10am and 6pm and repeat offenders should be spoken to however, for the city centre to be a viable place for people to live, including the disabled and elderly, all the categories in this list apart from "general car parking" should be allowed access at all times. Vehicles that are allowed in must accept that "pedestrians are king" and conduct themselves accordingly. Until we have moved, as a society, to having e.g. plumbers that can service the city centre in vehicles other than motorised ones, we should also allow tradesmen to have access at all times to drop tools etc off then remove their vehicles to a car park. CCTV Controlled 24 Hour Access Restrictions No Vehicle Access for: 1 Residential vehicles 1 Residential deliveries for small items such as food deliveries or small parcels 1 General car parking 1 Blue badge holders 1 Taxis and hackney carriages	No	Please see answer to previous question	Blue badge holders should be allowed access at all times	Other European cities have managed to do this without leaving their residents completely cut off at any time. If we have the overhead of manned CCTV 24x7, this must be possible?	Bath resident Bath stakeholder / Community organisation	No
Disagree	No		No		No				Bath resident	No
Strongly disagree	No	Totally unnecessary especially in the present circumstances with retailers fighting for their economic life. Totally unnecessary particularly in the present circumstances with retailers fighting for their economic life. Also for Blue Badge holders	No	Now it has been decided to introduce this 24/7. See answer to 3.	No	Why not just kill off the city completely. Also what about Blue Badge holders who will no longer be able to visit the Theatre Royal and central shops and restaurants.	A Blue Badge holder such as myself will not be able to reach a central toilet or anything else as I cannot take a bus or walk far. I feel I am being discriminated against compared to any non disabled person who is not affected in any way and maintains full rights.	This whole arrangement is discriminating and wholly unnecessary, thought up by Council employees who obviously have little else to do whilst on full pay during the lockdowns which is patently apparent with regard to trying to read between three maps and three sets of details. How very, very sad that the Liberal Democrat Council can act in such a thoughtless imbecilic manner.	Bath resident Bath resident	Yes
Agree	No	There is an imbalance between risk and access needs in these proposals. Westgate Street and Lower Borough Walls for example do not need to be in the restricted zones and the pavement widening is disproportionate in the light of reasonable access needs for disabled people and deliveries.	No	all the areas are not constantly busy during these boundaries. If any plans go ahead, then regulations need to be more bespoke to and discerning of changes in people volumes.	No	see comments in question 5....	The plans are over the top and take no account of the impairment of quality of living for the many residents in restricted areas - how do they get daily deliveries from Amazon and the like? And what about people with mobility difficulties - these will be hard to solve satisfactorily and the proposals represent an extra layer of pressure on residential and commercial properties in Bath at a time when the pandemic has already wreaked enough damage.	Whilst there is a need for sensible measures to mitigate the risk of terrorist attack, these proposals are disproportionate to the need, especially when balanced against other factors related to the quality of life for residents (especially those with disability or other disadvantage) in Bath and its economy. How about some police presence in Bath to make people in the centre feel a little safer? Kingsmead Square often feels very unsafe after dark and no amount of bollards will mitigate that. These proposals will be severely inhibiting to businesses in Bath and to a good quality of life for residents within the restricted areas and I believe we have already come to realise that it is residents and people who work in Bath who account for a significant portion of spending in Bath's city centre. The balance of risk between safety from terrorist attack and what's right for the Bath community overall is badly out of kilter in these proposals.	Local business Bath stakeholder / Community organisation	No
Strongly disagree	No	you are giving a free rein to all suicide bombers who will be unimpeded by vehicles. By spending all money and time on elaborate technology you are facilitating on foot access. Bath will never be as crowded again, and the threat is minimal. Let the people make their own risk evaluation, and decide whether or not they want to live in a "Nanny state" of a City, and how they perceive the Risk of terrorism to that tiny City somewhere in the South West	No	you simply funnel terrorist thoughts into a narrower time frame	No	Covid and on-line shopping have killed city centres anyway. You are shutting the door after the horse etc. The hospitality trade relies on evening custom. IF any of them survive the pandemic restrictions, then these ridiculously OTT "safety measures" will demolish them for ever	I am a blue badge holder. Do you really think I could walk from Charlotte Street car park into the centre shops AND back? You seem to be ignorant of the fact of disability. My badge has meant I can do essential shopping, although I can never browse shops again, so I suppose my needs are of no consequence to the skewed financial ethic of this Council - spending vast monies on technology for an insubstantial 'terrorist threat, when a few people, however mourned, MAY die or be injured, against the everyday quality of life of residents. Students and visitors are catered for, NOT residents, and now, particularly, blue badge holders who make an insignificant contribution to the Bath economy in the Council's eyes, and can therefore be ignored.	See all previous responses		
Agree	No	I think Orchard Street could be continued to be used for Disabled Parking. Sufficiently strong bollards can be installed by Iceland and at end of current paving. This is a valued resource for those both accessing the shops and Old Theatre Royal.	No	It could terminate at 17:00hrs. There is a significant drop in footfall after 17:00hrs thus the risk factor to pedestrians has decreased. One suspects terrorists will act earlier in the day or be waiting for the cover of darkness to attack an event at either Rugby (outside the area) or the Abbey etc.	No	It should also be possible for organisers of Charity Events to gain access for setting up stalls equipment etc. E.G. the midnight walk for Dorothy House.	We should be looking to provide a transport system within the area for disabled. Using "Golf Buggy" type vehicles.		B&NES Resident with several activities within City Centre	No
Strongly disagree	No		Yes		No	There are many events that take place during evenings at the Pump Room and Roman Baths. I see that deliveries and collections to businesses are permitted from 6pm to 10am. I hope this permission extends to private individuals (eg. wedding couples) needing to collect items such as flowers and gifts left at the end of a wedding or party.	Blue badge holders should have access to parking that is closest to where they live		Bath resident Local business	No
Disagree	No	Limits access for city centre residents and deliveries	No	Access will be required for deliveries. As so many people now depend on online grocery deliveries there needs to full access for delivery and local residents	No	Residents and local citizens should have access to the city	Blue badge holders should have access to parking that is closest to where they live		Bath resident	No
Disagree	No	I love in the centre of town and this would be a disruption not a positive, you are driving people away and making it hard to live in the city of bath. How am I meant to do a food shop and drop my food off at my flat- consider the residents	No	What is our terrorist risk rating? I haven't heard anything of Bath being at risk, you already have temporary barriers up	No	Could do residents permits to grant residents and disable people access, these vehicles and drivers can be vetted	I live on XXX and need access to the loading bay outside my house, maybe you should include permits	You are not prioritising the needs of your residents	Local business Bath resident	No
Neither agree nor disagree	Yes	Need to ensure there is still access for residents and deliveries at all times	Yes	But again there will still need to accessibility for residents	Yes				Bath resident	No
Strongly disagree	No	This will cause massive disruption to residents and business owners and employees with regard to healthcare provision, emergency access, tradesmen's access, deliveries and put huge further economic strain on businesses already struggling with the effects of the pandemic.	No	Do not restrict vehicular access to the city centre at any time.	No	Do not restrict vehicular access to the city centre at any time.	Allow blue badge holders unlimited access to the city centre.	What madness is this to cause a REAL threat to all those who HAVE to access the city centre by putting in restrictions for a PERCEIVED threat?	Bath stakeholder / Community organisation Bath resident Local business	No
Neither agree nor disagree	No	Westgate Street should be excluded as it includes several pharmacies which require access. It also includes residential properties which would suffer considerably under the proposals in relation to access by food deliveries, taxis, small parcels, white goods. In the pandemic such deliveries have been a lifeline and the proposal would make living in the area untenable to many.	No	The measures are not practical for businesses or residents reliant on access. They would suffer considerably under the proposals in relation to access by food deliveries, taxis, small parcels, white goods, tradespersons. Even the emergency access seems limited to an hours' notice which in a real emergency seems unworkable. In the pandemic home deliveries have been a lifeline and the proposal would make living in the area untenable to many and dramatically reduce the attractiveness of the properties to businesses and residents. Measures which slow vehicles and make access at speed more difficult alongside improved security measures such as CCTV monitoring or patrolling would be much better than the proposed measures which seem incredibly out of date and kilter with modern life particularly post Covid. This is particularly significant when many premises are empty due to the lockdowns. Such severe restrictions to both residential and commercial premises will put alternative tenants off. More work needs to be done on access for businesses and residents. The measures seem disproportionate to the risk and will come at a financial cost to businesses, residents and landlords in the area. Coupled with clean air policy these proposals make Bath and unattractive proposition without better consideration of infrastructure for delivery and transportation. There seems to be insufficient consideration given to equality and diversity. Residents with mobility issues will struggle to access homes in the area with no taxi journeys and greatly restricted access to deliveries. This will affect the elderly and disabled more than other sectors of the community. There is also a cost implication to residents having to pay for specific delivery slots for larger goods which will impact the less affluent. Has any study been carried out on the demographic mix of the residents in the stated zones to assess this? There also appears to be preferential treatment given to Royal Mail over any other delivery company or service, restricting business and residential choice. Has consideration been given to other companies and courier services? It is also unclear why temporary events such as the Christmas market pose less of a risk and should be permitted compared to the livelihood of on	No	The measures are not practical for businesses or residents reliant on access. They would suffer considerably under the proposals in relation to access by food deliveries, taxis, small parcels, white goods, tradespersons. The emergency access seems limited to an hours' notice which in a real emergency is questionable. In the pandemic home deliveries have been a lifeline and the proposal would make living in the area untenable to many and dramatically reduce the attractiveness of the properties to businesses and residents. Measures which slow vehicles and make access at speed more difficult alongside improved security measures such as CCTV monitoring or patrolling would be much better than the proposed measures which seem incredibly out of date and kilter with modern life particularly post Covid. This is particularly significant when many premises are empty due to the lockdowns. Such severe restrictions to both residential and commercial premises will put alternative tenants off. More work needs to be done on access for businesses and residents. 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In particular, in relation to the almshouses at Monmouth Street where elderly residents require access to disabled parking and deliveries.	Bath resident Local business Bath stakeholder / Community organisation	Prefer not to say

Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles	Do you agree with the streets proposed to be included in the protected area?	If No, please provide any comments or suggestions	Do you agree with the limits on the use of the streets between 10am and 6pm?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?	Do you agree with the limits on the use of the streets between 6pm and 10am?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?	Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders	Please provide any other comments or suggestions below	What is your interest in the City Centre Security scheme (please select all that apply)	Do you consider yourself to have a disability?
Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response
Strongly disagree	No	If streets are closed it will not stop terrorists! Previous attack in Bath. Dec 1974 a 5lb IRA bomb in the corridor. I worked in Bath when there was concern about IRA activities and I remember the general concern, searching bags etc at the time. It was a frightening time for everyone. 2004, A 21-year-old local who made a number of pipe bombs because he enjoyed the "excitement and intrigue" of it has been jailed for three years. XXX was just a slightly crazy young man and this is the last incidents I remember but is there any current threat? Emails to the council are met with standardised replies signifying nothing...	No	Street closures will not stop terrorists with backpacks. A device in a rucksack can do just as much damage as a vehicle in the middle of a crowd.	No	a device in a rucksack can do just as much damage in the middle of a crowd.	Dont block our streets! This scheme strikes me as someone somewhere improving their CV for future job applications.	The council does not really listen. The clean air zone. Some vehicles charged and some not charged even though identical emissions, leaving out cars for political reasons. I'm sure the councils legal team have covered the bases but surely irresponsible spending of peoples hard earned money should be an offence?	Bath resident	Prefer not to say
Strongly disagree	No		No	Why 6pm? There could be crowds outside this time.	No				Bath resident	No
Disagree	No		No		No	excessive			Bath resident	No
Strongly disagree	No	Most of the restaurants are in the city centre, by not allowing cars to drive there a lot of people will not be able to work and make as much money as they do now. Delivery drivers are as important as taxi and bus drivers.	No	Delivery drivers should have access 24/7 as bus drivers.	No	Delivery drivers should have access 24/7	i have none More loading bays needed for delivery drivers. We cannot park in a car park where we have 2 pay £2 for a fastfood delivery that costs £3 and also have to waste 10/15 mins walking to the restaurants	i find this wrong headed	Bath resident Local business	No No
Strongly disagree	No		No	Blocking access for nothing .	No				Service provider	No
Strongly disagree	No	No streets should be included in an unnecessary protected area. Residents within the proposed area are being seriously discriminated against	No	I think these proposals are mad and an utter disaster for the residents of Bath	No	As before. The whole proposal is ridiculous	Stop the proposals	Terrorist protection is a lame excuse for ridiculous proposals. What is to stop a terrorist on foot? Remember the Manchester Arena?	Bath resident	No
									Bath stakeholder / Community organisation	
Neither agree nor disagree	No	ACCESS DELEVERIVRYS PEOPLE WITH DISABILTYS LIMITED WALKING	No	CANT ALWAYS DELV SHOPS B4 10 AFTER 6	No		DONT BLOCK STREETS OFF SIMPLES		Bath resident	Yes
									Service provider	
									PERSON WALKING DISABILTYS / DRIVER LGV	
Strongly disagree	No	you want to transform this beautiful city into a militarised zone, based on a very unlikely probability that terrorists will attack a city with 89,000 inhabitants?	No	there are already too many streets that are restricted, i am a food delivery driver which struggles every day to get access to the restaurants, which are 90% located in city center, we already have to make extra miles, because of restricted streets, if you completely restrict access to vehicles, our business will go down the hill, lots of time lost, cold food, complaints, etc. and all this for a very low probability of a vehicle terrorist attack?	No	people are fed up already with covid restrictions, i don't think this city deserves to be destroyed, more than it already is.	i think you should consider dropping the entire plan and don't make it harder for people to live and work in this beautiful city. There will be more harm than benefit from this plan	i think you should reconsider priority plans for this city, and repair broken roads, invest in education, culture, and businesses, than to spend a lot of tax payers money on unlikely terrorist attacks	Bath resident	Prefer not to say
									Local business	
									Service provider	
									Bath stakeholder / Community organisation	
Disagree	No		No	Tradesmen need access to do valuable work.	No	Trades men need access to do much valued work.	Opening up the side streets would help decongest the city		Bath resident	Prefer not to say
Agree	Yes		Yes		Yes			Why is the one way scheme in Queen's Square not being included in this proposal - allowing pedestrianisation of one side of the square?	Bath resident	No
Strongly disagree	No	I am so glad that we no longer live in Bath as the council seem to want to make it a ghost town.	No	This seems to be more about ridding the city of vehicles to me than security. You are discriminating against people like XXX who needs to be dropped of outside shops as she is not very mobile and also making Bath a very bureaucratic dictatorial place that would be hell to live in under these rules	No	No, because companies will not want the hassle of delivering anything to Bath with these restrictions.	There are lots of elderly and infirm people that don't have blue badges or cars that can be dropped in front of shops at the moment that will not be able to in future. You are discriminating against them and reducing inclusivity and also driving people to shop elsewhere to the detriment of your businesses	if these plans are adopted I pity anyone that lives in this area of Bath as their lives would become a nightmare. Everything from deliveries to burst pipes would seemingly have to involve a load of form filling, future planning, unnecessary bureaucracy and no doubt permit fees. Street closures and parking spaces being removed will increase traffic and pollution around the city as people search for other routes and options. I think a lot of people will not bother with Bath after a while as there are much easier more welcome towns and cities to visit. I still feel this is more about the councils 'known' wish to reduce vehicles in Bath than a security issue. Perhaps the council will prefer it when no-one wants to visit or live in the centre of Bath anymore because it is to much hassle. You will then have the traffic free streets that you seem to hanker after but you will also have no businesses either.	Visitor	Prefer not to say
Disagree	No	Terrorist attacks in UK are as likely to be individuals - by creating a traffic free city centre this mainly disadvantages businesses and those that live there. Any potential terrorist would just find another way to attack Bath, if they somehow think that Bath is a worthwhile target	No	Businesses will be disadvantaged, tax revenue will drop, council tax will have to go up	No	As before	Keep it broadly the same as it is.	This plan is ill thought through for a minor city that has not been identified as a viable target for vehicle borne IEDs. It will disadvantage too many things and comes across as a more likely political agenda of making Bath car-free. This is in my estimation not well thought through and will have foreseeable major long term disadvantages	Bath resident	Yes
Disagree	No	This is unfair on residents.	No	You are discriminating against residents - they will not be able to receive shopping or have tradesmen visit.	No	White goods delivery companies give at best a 4 hour delivery slot for delivery - this is not workable.	No personal experience with this but perhaps a pick up and drop off area instead?	Bath Council seems to be doing its best to make the residents of Bath feel undervalued. As a Bathonian, the latest CAZ and now these measures make me want to move away from Bath as you are making the lives of residents very hard indeed. Life shouldn't be a daily battle, there should be some joy in living in such a beautiful town - it's a town, not a city.	Bath resident	No
Disagree	Yes	There are people unable to walk or cycle to these streets and need to be transported their.	No	There are people - and they don't all have blue badges - who need transport to get to these streets. This proposal makes the wrong assumptions about people who do not walk or cycle.	No	People living in these areas need to have visitors - how can you restrict people and refuse this right?	Not all people who don't walk or cycle are blue badge holders. You are restricting people's freedom. Consequently, local businesses will suffer. The proposals are too restrictive. There are people who will need private transport or they will not visit the city centre.	Make Westgate Street, for example, open for, say 30 mins parking. If someone needs to be taken to Specsavers, for example, how are they supposed to get there if they do not walk or cycle?	Bath resident	No
Agree	Yes		No	I believe that the measures proposed fail to take into account the needs of residents within the area, and discriminate against disabled people by forcing them to leave their vehicles outside the protected zone. The requirements to seek consent to pass into the zone during the day are far too onerous, for example, for tradesmen.	Yes		The ability to pass through the cordon during the day time should be extended to residents, tradesmen and those who are disabled without having to go through an elaborate and bureaucratic process. Pass tags that can operate the moving bollards would be one way of enabling access for essential access.	The proposed extension to the vehicle free zone for security reasons is virtually the same as the area identified in the Public Realm and Movement Strategy as a traffic free area. It is essential that the implementation of the security zone parallels the objectives of this strategy, and is regarded as being totally compatible with the environmental improvement of the city centre. This applies particularly to the amount of new street furniture that will be required, including road signing. There is too much unnecessary road signing within the city and this scheme will add to it. Every effort must be made to limit signing to the absolute minimum.	Bath resident	No
Disagree	No	It's disingenuous of the council to ask such pointed questions and then give such limited choice of answers. For example, question #1 is worded in such a way to get only one response - in support. Of course no one wants terrorist vehicles to gain access to town, but nor do we want town closed to cars.	No	This is a major issue that needs proper consideration by Bath's citizens and how it affects those living in town as well as the effect on restaurants and trade. The council should not base a decision like this on a vary basic online survey which most people would not complete or be aware of.	No	Is the council trying to prevent vehicular access under the guise of 'safety'? What of disabled people who need their food deliveries as well as the needs of restaurants and trade? Closing down the town centre to vehicles is not the right decision for Bath.	The Council are running rough-shod over the rights of Bath citizens and visitors, including the elderly and disabled. We need to retain Blue Badge parking spaces and the rights of those to park and stroll. Some people can only manage to walk for a few minutes and cannot park far away. Unacceptable to close down the town centre to vehicles completely.	Again, the council may have called for a climate change emergency for Bath, unlike most other councils. It does not mean a carte blanche for killing off Bath through closing down town to vehicular access. It feels very undemocratic to put in place such a major change during Covid, when businesses are closed and everyone is at home, probably quite unaware of what the council is planning. Very bad form to try to sneak this through during Covid. If you feel that this pedestrianisation of Bath is the way forward, then hold off on any decisions for a year, to let everyone get back to normal and have their say. City citizens, tourist groups, trade and disabled groups need time to organise and present their case as well.	Bath resident	No
Agree	Yes		Yes		Yes				Bath resident	No
Strongly disagree	No		No		No				Bath resident	Prefer not to say
Agree	Yes		No		No				Bath resident	
Strongly agree	Yes		Yes		Yes		Please make cycle lanes clearer. Some need repainting.	Bath will be massively improved by reducing traffic in the centre It will be even more popular with residents and visitors.	Bath resident	No
Strongly agree	Yes		Yes		Yes				Work in centre	
Disagree	No		No		No				Bath resident	No
Disagree	No		No	because it restricts too many vehicles that need not to be. and 1 hours notice for emergency repairs is ridiculous	No	it would be hard to have deliveries made at these times, due to the delivery companies not being able to know in advance of any hold up or traffic, they won't know what time they are able to arrive	every street should have a limited number of disabled parking giving them enough time to complete a task even I'd they have to move to one street at a time to do so		Bath resident	Prefer not to say
Disagree		If the real reason is 'security' then the area should extend to a much larger area. E.g. George Street, High Street, Broad Street, Pulteney Bridge, Bog Island, Dorchester Street etc. all of which have high footfall.	No	The city centre has already been ripped apart by the huge economic impact of Covid. Just look at the number of empty premises. Making it harder for people to visit the city centre is going to have a catastrophic impact on the City's ability to recover and be the final nail in the coffin to Bath. As a former resident who suffered previous restrictions brought in without consultation I would say all residents within the area should be excluded are they really likely to mount an attack? Permit holders already supply their vehicle details so would be easy to regulate.	No	The night time economy has already been destroyed by Covid why make it suffer more? The council really are being negligent in their duties.	There are already plenty of Blue Badge spaces available. What needs to happen is greater enforcement of vans using these for deliveries.	These ideas are ridiculous. The council are being totally negligent in their duties to act in the interest of the residents and businesses of Bath.	Bath resident	No
									Bath stakeholder / Community organisation	
									Visitor	

Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles	Do you agree with the streets proposed to be included in the protected area?	If No, please provide any comments or suggestions	Do you agree with the limits on the use of the streets between 10am and 6pm?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?	Do you agree with the limits on the use of the streets between 6pm and 10am?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?	Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders	Please provide any other comments or suggestions below	What is your interest in the City Centre Security scheme (please select all that apply)	Do you consider yourself to have a disability?
Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response
Strongly disagree	No	Recent bomb threats (Manchester) have been pedestrian. Restricting vehicles will cause serious inconvenience with negligible improvement in security.	No	I disagree with the proposal as a concept. Alternative timing makes it no better.	No	By implementing these proposals we are effectively saying that terror has won and our lives are changed for ever. Perhaps we'd be better served with public awareness / information about the risk levels (do we even have a terrorist risk level for Bath) - than inconveniencing the residents hugely with a scheme which tackles only one small component of any terrorist arsenal.	Leave it as is	See previous answers	Bath resident	No
Strongly disagree	No	I think it is absurd to close streets in case of terrorist threats, that is letting the supposed terrorists win. In fact, I can't think of anything more ridiculous. Terrorist threats, how utterly laughable.	No		No	There doesn't need to have any further security access restrictions	Registering blue badge holders cars and using number plate recognition to let them into the restricted area	This will cause massive inconvenience, not only to residents in the area but to delivery drivers who are on a very tight delivery schedule. Using a supermarket delivery van as an example: the driver needs to find a parking spot outside of the zone, which could be miles away as street parking will be at even more of a premium. Then they will likely have to make multiple trips between the van and the property they are delivering too. This will add several, if not many, minutes to the delivery. They might even stop offering food deliveries to anyone living inside the area. What about blue badge holders who don't use mobility aids but at the same time are not able to walk for longer distances? That means they will lose that precious access and/or independence. If the street parking is reduced, will parking in council car parks be free for blue badge holders, especially for those that one need to park for 5-10 minutes, why should they pay £3.50+ for the privilege of having to go further for a short period of time.	Bath resident	Yes
Strongly disagree	No	Leave it as it is	No	Leave it as it is	No	Leave it as it is	Don't change something that isn't broken	Stop messing with traffic	Bath resident	No
Strongly disagree	No	I think it would be really disappointing to, in my view, 'give in' to the threat of terrorism in this way. I don't feel that the proposed measures are proportionate to the threat posed to security. I am very concerned that disabled or elderly people will not easily be able to access essential transport. Additionally, individuals who live in the affected streets won't be able to get deliveries to their homes.	No	Allow delivery vehicles and taxis for the elderly in at any time.	No	Also allow access for cars or taxis providing transport to elderly or disabled			Local business Bath resident	No
Neither agree nor disagree	Yes		No		Yes			The new street furniture (fixed seating areas with flower boxes) on Milson Street and Kingsmead Square are really great. They really improve the appearance of the area and give the impression that the city cares about the wellbeing of its inhabitants by providing social space and more green planting.	Bath resident	No
Strongly disagree	No		No		No		Ridiculous that blue badge holders/elderly/parents with children are not being made provision for with access - how are they supposed to be included in Bath city centre if they cannot adequately access it.		Bath resident	No
Strongly disagree	No	I strongly disagree with the plans to restrict the freedom of motorists in the city centre. Barriers to separate motorists from pedestrians should be sufficient	No	Favouring access to one group of tax paying residents over another is unacceptable. You risk the economic wellbeing of the city by turning people away.	No	I don't understand why you want to restrict on street parking. Anything that takes blue badge holders to another area (even if a shuttle service is provided to get them back into the centre) is a barrier to their access and adds extra time to their journeys. Some blue badge holders will find this extra time and the hurdles very difficult to deal with. You will end up turning those people away because of their disabilities, that doesn't sound very community-minded and doesn't seem to recognise their genuine needs.	Please consider ALL users of the city when making your decision, even if their behaviours and desires do not match with your own. I don't see any evidence that people are clamouring for these changes to be introduced, no petitions demanding this. It feels very much you are punishing people who have a genuine need to access the city centre via car. You risk making a journey into the city so unbearable and long (especially for rural residents) that they will instead adopt shopping habits in other towns, and B&NES is small enough that those towns are likely to be in other council areas thus depriving our own businesses of much needed income.	B&NES resident	No	
Strongly agree	Yes		Yes		Yes				Bath resident	No
Neither agree nor disagree	No	Access to Blue Badge holders should be provided at all times. Failure to do so is a breach of the Equalities Act, as demonstrated by the recent defeat of the London Mayor in the High Court for similar restrictions	No	Local blue badge holders should be provided with access via mobile bollards	No	Access should be made to all areas for blue badge holders, including in the evenings. If film crew can have access as stated, so should disabled residents.	Disabled bays in car parks is not enough for those only able to walk a short distance. They will not be able to get to where they need. To deprive the disabled access to shops is illegal discrimination, immoral and disgraceful.	The council is using Coronavirus, terrorism and global warming as an excuse in its rabid hatred of vehicle users. CO2 is not produced by electric vehicles. Mobile bollards supported by ANPR could be used to allow emergency and local disabled blue badge holders to get where they need to go. The only way one hears about these consultations is via social media, such as Nextdoor, often after the consultation is closed. This is consultation by evasion and stealth, in hope of spinning the response to back the proposal. I no longer trust this Council, and neither do the majority, given the comments on Nextdoor, etc.	Bath resident	Yes
Strongly agree	Yes		No	1. There must be an adequate and frequent public transport network into the city centre from all directions. This includes Park and Ride including maximum consideration for those whose mobility is restricted. 2. Access restrictions must include those on electric scooters, electric bikes etc., who frequently endanger/frighten pedestrians by their speed and lack of adherence to any Highway Code.	Yes			I would welcome further additions to the street furniture and the planting which has recently been developed around the city, in particular around Southmead, including shrubs and trees as large as practical.	Bath resident	No
Strongly disagree	No	There is no significant threat in the proposed area, a terrorist would choose the rugby ground on a match night. You will deny access to residents within this cordon and retail premises will suffer.	No	Why are 10a.m. and 6p.m. considered sacred hours...in mid-summer the streets are thronged at 9p.m.	No	Deliveries of goods cannot be scheduled to conform to such hours...scrap the who,e idea unless you want Bath to collapse as a city.....Bath is not a theme park	Obviously, abandoning this wreck less scheme will MAINTAIN accessibility for all people including Blue Badge holders.	Your 'security' plans are quite simply a cover for your determined plan to make Bath centre a pedestrian zone...people live in the centre and need access, shops trade in the centre and need access for supplies at all times. You consider making empty shops into residential accommodations yet deny your prospective residents vehicle access to their homes. There is no significant or definable terrorist threat to Bath city centre. If a terrorist wanted to bomb the centre he'd just arrange a 'delivery' through one of your checkpoints and drive to his detonation destination...he would'nt have to be a genius...you don't have to be geniuses either to see that this security cordon is of zero worth	Bath resident Local business Service provider	Prefer not to say
Strongly disagree	No		No		No		It will be devastating to businesses and city centre residents alike		Bath resident	No
Strongly agree	Yes		Yes		No	I do feel that pedestrian flows are still pretty high between 8am and 10am with people walking to work, too. I realise that there is a compromise with delivery and services access that needs to be taken into account though.	As this involves opening up the roadways of Cheap St, Westgate St and Upper Borough Walls to non-motor traffic, all of which have pavements which are, broadly speaking, extremely inaccessible, the northern part of the scheme seems like a large improvement for access. I worry about the impact on Monmouth St/Seven Dials and that it would end up being used as a drop-off area (although it's not designated as such in the plan). It's already extremely hostile to non-motor traffic as it's used for taxi-rank, and for food pickup services. This scheme will make it even more urgent to protect pedestrian access there from encroachment by motor vehicle parking. Henry St should also have work done to ensure that it remains usable for pedestrian traffic and for the increased amount of use it will get in its role as a key city centre drop-off and pick-up area.	I'm hugely supportive of this scheme, especially being able to avoid the currently unusable pavements of Westgate St and Upper Borough Walls.	Bath resident	Yes
Neither agree nor disagree	Yes		Yes		Yes		I feel that restricting home grocery deliveries and taxi's is unfair and will make life very difficult for those with mobility issues as well as older people		Bath resident	No
Agree	Yes		No	Before 10am is when people are making their way through the streets to work and 6pm the streets will be busy with people returning home- So very busy. Either do it 24hrs or not bother.	No	I think the time period is too broad and the wrong timings again.			Bath resident	No
Strongly disagree	No	I believe that this will make Bath a no go area for all and will no longer be a viable place to work, trade and live. Recent terrorist attacks with the most devastating effects have been committed by Lone Wolves such as the Manchester arena bomber, so will the councils next step be to stop back pack carrying locals and tourists?	No	Obviously terrorists only act during 10am and 6pm. Please note that this is a sarcastic comment as the notion that this would realistically protect the public is laughable. The money would be better spent reinstating a real police presence including a station in the city centre. That would make me feel safer	No	Not all items can be safely moved over large distances on the city pavements on trolleys. People living in the area are going to be charged for the extra time and equipment required by trades to facilitate work that they require done on their property. Trades will struggle to provide services. As a pedestrian I would not enjoy dodging heavy loads being pushed along the streets. This council is destroying the very life of this beautiful vibrant WORKING city. You are driving businesses out of the city and soon all that will be left is student accommodation and tourists.	Totally shameful that this will directly effect the less able of our city. This council just gives taken lip service to this and I have absolutely no confidence that this will be resolved. People who have been assessed that they require a blue badge must be able to park at the nearest point to the properties they wish to visit. This is a clear discrimination and will affect a number of vulnerable people. Shame on you	These proposals will not give protection but adversely affect the everyday lives of the local community. The police need to be back in the city that would be more effective and more reassuring than restricting everyday functions of a living city. The proposals effect all who live, work, visit and trade in the city and will adversely effect their day to day lives. Sadly we live with the threat of terrorists and I do not underestimate the concerns that the council have but these restrictions will not stop them as they will just find another way to attack if that is their aim. This is just a hidden agenda to get all vehicles out of the city. The park and ride is not a cheap option and I wonder if council staff have allocated parking spaces in the city car parks. This I think I will ask formally under FOI	Local business Bath resident Local business Service provider	No
Disagree	No	The proposals go too far and are not justified on security grounds. A complete rethink is needed	Yes	There should be no restrictions outside 10:00 to 18:00	No	We have lived successfully without these restrictions for very many years. The security situation does not require this draconian approach	The Council has considerable investment in retail space. It is already losing huge sums in rental income. To restrict vehicle access and put greater restrictions on the retail trade will exacerbate this situation.	These proposals will not aid recovery, they will restrain recovery. The Council should be concentrating on efforts which will enhance the Bath economy not hobble it!	Bath resident	Yes
Agree	Yes		No	For people living inside the restrictions will make life impossible. Can. You imagine an Amazon driver walking from outside the area to make a delivery?	No	Proposed restrictions are far too restrictive	Some limited parking within the restricted area should be provided for disabled	Why are cyclists under no restrictions. Cyclists should be forced to walk within the restricted area.	Bath resident	No
Neither agree nor disagree	No		No		No	nnnnnnnnnnnnnn				

Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles	Do you agree with the streets proposed to be included in the protected area?	If No, please provide any comments or suggestions	Do you agree with the limits on the use of the streets between 10am and 6pm?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?	Do you agree with the limits on the use of the streets between 6pm and 10am?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?	Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders	Please provide any other comments or suggestions below	What is your interest in the City Centre Security scheme (please select all that apply)	Do you consider yourself to have a disability?
Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response
Strongly agree	Yes		Yes		Yes		XXX used to own a car and be Blue Badge holders - they now use public transport and taxis.	A Bathonian who has lived and worked in the City all my life I very much support this initiative.	Bath resident	Yes
Strongly disagree	No	Fragile and disabled residents would be excluded and denied freedom to access. This large group is already denied access to the centre with the loss of short term parking in Cheap Street to cover a short distance (walking/wheelchair) to essential shops and businesses. There are many streets no longer available to official blue badge holders. B&NES is guilty of bulldozing the frail and disabled off of the streets and imposing impractical alternatives and facilities remote from the city.	No	The city centre should be better policed (police are rarely seen in the city) and should receive a higher level of training to enable them to have greater security awareness. The city centre should not be denied to residents as it will discourage shoppers- Again the frail and disabled are being denied by B&NES who seem to have become anti-blue badge and for their own peace of mind issuing a map of blue badge spaces, most of which are too far away from shops, businesses or places of interest.	No	Once again it denies the disabled and fragile to enjoy city night life. Once again B&NES is trying to control the activities of the disabled and frail denying them the right to freedom of choice.	If B&NES denies blue badge vehicles from the city centre B&NES denies a right to life for the disabled and fragile! It sounds as if uncaring B&NES has made this decision already with selective representation. The only way B&NES can humanely assist blue badge holders is offering city centre parking which affords ease of physical mobility. Anything less is discrimination against the disabled or frail.	Residents have to have trust in the Councillors they appoint. The trust has to display honesty and loyalty to welfare and quality of life for the residents who appointed the Councillors, who sadly are betraying the wishes of its elderly, disabled and frail residents, most of whom pay their Council Taxes and support the city. Bath is not just here for students or tourists!! The current 'over kill' regarding security is seen as a ploy by B&NES to discriminate pedestrianise the whole city centre. I have mobility weaknesses and from the now nearest blue badge bay cannot wall the distance to Nationwide: Stall Street: Monmouth Street: Milsom Street: I could go on. B&NES has excluded me from enjoying city life.	Local business Bath resident	Yes
Disagree	No	Business owners who need to use vehicles as part of their work - to load products, goods, samples etc. need vehicular access to do so	No	In all honesty comments (even backed up with evidence) are generally ignored by the Council who are he'll bent on their agenda of destroying the city for local (not visitor) users. For years shared access of vehicle and pedestrian has existed with very few incidents to support your strategy. Terrorism is farcical as is the COVID situation that you have used to your benefit in areas of the city and surrounding suburbs	No	I wish I could have said "yes" but your 10am cut off is stupid and unnecessary. 6 9r 7am would be more sensible. 6pm onwards will help with the evening and night culture of the city	Disabled parking should be restricted to marked parking zones rather than anywhere	As a Council you have an agenda regardless of views - at least in my experience - which is why you are SO unpopular. You will push through your proposals and any consultation is purely a tick box exercise however you dress it up. On your heads be the demise of the vibrant and varied culture of what is a beautiful city	Local business	No
Strongly disagree	No	Bath is a touristic area and many tourists are nationals that come to Bath on cars. Restrictions on streets will make that harder, plus as a resident that lives far away from the centre a car is my only way to bring my family to the centre.	No	Only if it applies to areas where infrastructure is weak.	Yes		These should not be replaced. Blue badge holders live a hard life as it is and bringing these measures will be marked as anti-disabilities friendly.	This measures are useless and there is no real threat to Bath as it is to other cities. Rather than these manic proposals focus on trying to make more cycle ways to make it safe for cyclists and motivate it as a way to commute.	Bath resident Health and social services Bath resident	No
Strongly agree	Yes		Yes		Yes		You need to consult disabled groups about this. They will be very unhappy.			No
Strongly disagree	No		No		No		Don't do this	Madness	Bath resident	Yes
Strongly disagree	No	Parking for disabled drivers near theatre royal	No	Theatre matinees twice weekly	No	Disabled parking	Disabled parking close to the theatre	Parking for residents within the area	Bath resident	Yes
Strongly disagree	No	Only occasion when this would be necessary is during the return of the Christmas Market.	No	CCTV with number plate recognition of suspect or stolen vehicles.	No	The police have highlighted there is not any specific threat to the city centre so this measure is unnecessary.	Unnecessary measure.	In 40 years I've lived in Bath including the active years of the IRA there has not been a terrorist threat to the city of Bath. The regional police have told the council there is not a specific threat to Bath. The only occasions when extra security is needed is during the Christmas Market and Royal family visits such as Prince Edward in University graduation week. The most likely case of terrorism would come from a pedestrian with explosives or a knife attack. The best step forward for my council tax would be to reopen a police station to serve the 90 thousand residents of Bath rather than waste money trying to kill access and trade to the city centre.	Bath resident Bath resident Bath resident	Prefer not to say
Strongly disagree	No	Because you are taking freedom away from people and if you get away with this what next passes to visit Bath, should we also have the same in Bradford on Avon there all people who also can be knocked down	No	Definitely, any freedom taken away is not acceptable	No	No more freedom should be taken away			I shop and do business in Bath	Yes
Disagree	No	Cheap Street and Westgate Street must be kept open after 6pm to allow parking for the evening economy.	No		No	There is no need for access restrictions in the evening - there is no security threat when there are no shopping crowds.		Removal of yet more parking spaces in the evening is going to kill restaurants, bars, cinemas etc which are already struggling to survive.	Bath resident	No
Neither agree nor disagree	No		Yes		No				Bath resident Local business	No
Disagree	No	Try putting police on the beat. And the sight of them moving around bath will put most people off doing wrong	Yes				Most disabled only go to do certain tasks shopping banking theatre opticians and dentist. In these areas provide access	Remove all residents parking zones . Open to all with time restrictions as we all should have equal use of the highway	Service provider Service provider	No
Strongly agree	Yes		Yes		Yes				Also a landlord	No
Disagree	No	Bath doesn't have a Terrorism problem this is suited by could be problematic at the real and everyday usage for residents	No	There are restrictions that cost residents huge amounts of cost to have to drive round Bath and petrol costs and usage are not ecological	No	Bath is used so infrequently by cars at night. By all means heavy good vehicles for noise etc but but to restrict residents for terror tactics seems strong handed at best	Bath is a real town with living people running their lives within they need to be able to use town. It's not just a museum for people to be drop in and out of	I do understand Bath has developed in the last two decades but it's not a museum it's not a terrorist hotspot. A police station and some well placed bollards and CCTV would be adequate. I feel that the pandemic/ terror is being used as a smokescreen for the council to arbitrarily do what they always wanted and close of the Bath center. Bad for business and residents	Bath resident Bath resident Local business	Yes
Strongly agree	No	I personally think this is a wee bit over the top. Terrorist? When did Bath ever have a terrorist incident? Knee jerk idiocy if you ask me?	No	There does not need to be restrictions or limits. Restrictions or limits from what?	No	These restrictions are not needed. This is a ridiculous consultation that is not needed.	Try giving better access to the old and disabled because Bath is becoming the Georgian retirement village of the south west!	Yet more of the tax payers money wasted on meaningless projects.	Bath resident	No
Strongly agree	Yes	huknlmii								
Disagree	No		No	Why limit it to 6pm? Deny access at all times, if you have to.	No			Your surveys are always couched in terms of "Should you beat your wife with a) a stick or b) a bat?". You have no interest in residents opinions. This 'anti-terrorism' survey may have been appropriate years ago, but with shops closing up and down the city centre, you should be actively encouraging life into the city. Not stifling it.	Bath resident	No
Disagree	No	Not to this extent	No	Have you forgotten about blue badge holders completely?	No	Life is 24 hours a day especially with busy families you can't control residents day or night if deliveries need to be in this time then so be it	There currently is no free disabled parking in this city during this pandemic, you told me there was they had just been moved, but believe me there is not I drove to every spot and either they didn't exist or was being used but mostly I could not find them, so again either didn't exist or was not clearly marked, I had to pay nearly £5 to go to 2 shops where as I can go to nearly any other town and park for free or for 20p, you are completely discriminating against blue badge holders/disabilities Bath is not that small that we can park up on the outskirts and walk it if you have disabilities you may not have an electric wheel chair, you may not be able to walk a few steps if at all or you may be in huge amounts of pain with every step you take, its not do able Honestly can not believe how poorly Bath treats blue badge holders even in normal times there are what 10 Town accessible free parking spaces and just how many blue badge holders are there? Do they matter, even Moorland Road has what 2 designated disabled bays and how many people in that area or who visit that area as its easier than the city centre have blue badges? Larkhall how many space to badge holders? Weston Village hight street how many disabled bays? 0 ZERO NONE but yet other towns don't have this issue or not as severe or as lacking as Bath, it is absolutely disgraceful discrimination do not close of the few spaces available please, it will be a massive mistake unless its part of the plan that all us Bathonians are predicting.	Just don't do this, please, if its not broken don't fix it!	Bath resident	Yes
Strongly agree	Yes		Yes		Yes				Bath resident	No
Neither agree nor disagree	Yes		No	I had understood that access by commercial vehicles was controlled by staffed cameras, so that deliveries (possibly by appointment) could happen during trading hours. Clearly planning post-Covid is tricky, but the non-tourist commercial heart of Bath should not be damaged.	Yes		Reducing the availability of these spaces in any way should not be allowed as part of any plan. An increase is in fact more appropriate. Badge holders can only be expected to walk a maximum of 200 metres.	Residents (particularly disabled) should not have vehicle access removed unless an adequate alternative form of free parking permit is provided. Unless this plan dovetails with other pedestrianising plans etc it should not be considered alone. XXXXX unless particular targets are identified in the centre of Bath as particularly vulnerable (the Roman Baths for instance) then drawing a wider circumference achieves little additional security. Deep seated security bollards are expensive and disruptive to ground areas which may need preserving - they should be used sparingly. The threat identified needs to be considered in the context of proportionality, with a minnum disruption to other important considerations (resident, commercial, disabled and community access). Mapping a counter-terrorism threat to a World Heritage site can be achieved by looking elsewhere to see what proportionate actions were taken.	Local business Bath resident Carer for diasabled resident	No
Agree	No		No	White good deliveries could be delivered between those times, as they are considered essential items, and the providers do not work to an accurate time slot, and would not necessarily make the delivery in the time allowed.	No	There are residential properties in certain streets affected by these time limits and for those residents that work during the day would have disturbed nights due to deliveries being made.	Reducing the cost for blue badge holders in the major carparks may help.		Bath resident	No
Agree	Yes		Yes					Happy to have York St closed from 10.00am to 6.00pm for traffic to allow easier pedestrian access. Would prefer the bollards in the brochure that automatically rise and fall compared to the unsightly barricade currently in place at the end of York Street. I would like York Street resurfaced to increase street appeal (for pedestrians, not cars). I would also like them to continue the policy of street furniture that is currently in place until September 2021 with perhaps some standardisation to ensure we don't end up with a mish mash of different tables and chairs.	Bath resident	No
Strongly agree	Yes		Yes		Yes		Provision of priority parking facilities on periphery of protected area		Bath resident	No

Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles	Do you agree with the streets proposed to be included in the protected area?	If No, please provide any comments or suggestions	Do you agree with the limits on the use of the streets between 10am and 6pm?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?	Do you agree with the limits on the use of the streets between 6pm and 10am?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?	Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders	Please provide any other comments or suggestions below	What is your interest in the City Centre Security scheme (please select all that apply)	Do you consider yourself to have a disability?
Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response
Strongly disagree	No	As a disabled person and blue badge holder for many years I have seen the available parking in Bath City centre eroded over a period of years, not just the current proposals, the provision in car parks is inadequate as it is too far from the shops/cinemas/theatre for mobility restricted people to access. The blue badge scheme (originally orange badge scheme) was conceived to give disabled people independence to access services they need. If this proposal goes ahead disabled people will once again have to rely on family member/friends/neighbors to drive them into town drop them off and then pick them up again, this loss of independence is a loss of self respect. The proposals also ignore the use of the blue badge scheme for parents with autistic/learning disabled children who often have to be able to stop immediately outside a shop or services as they are unable to be controlled safely walking in public open spaces. The point seems to have been ignored and the only consideration given to mobility and non-sighted people.	No	Please see previous comments PLEASE NOTE..the plan on page 12 highlighting loss of yellow line parking to BBH is inaccurate and misleading. it ignores not only the loss of yellow line s in Milsom street but also the loss of all the pay and display parking in Milsom st. it does not identify the loss of 2 disabled spaces at the top of Milsom Street on the left hand side. It ignores the loss of the P&D spaces on the road leading to Kingsmead sq which now has parklets in it. The fairly recently created disabled spaces (3) available from noon in upper borough walls are not marked as lost. The closure of westgate street has put pressure on the single yellow lone by the side of the Guildhall and Victoria art gallery as many goods vehicles and white vans now have to park there while the goods are trolled into the closed area. This is another erosion of available spaces for BBH. yellow lines and P&D spaces outside halfords have been removed for social distancing as have yellow lines in Broad St...will these ever be replaced. Parking i Queen Square has been removed on 2 sides because of the new traffic system all of these have a massive impct on the ability of thos with disabilities being able to access the city centre. Again.. none of these are marked on the proposal map as they are not in the area affected but the map does not tell the whole story.in making these comments I am referring to plans on p7 and p12.	No	can see no reason for the restriction as less people around to ram with a vehicle..over the top provision. surely , ant terrorist can walk a device into a city centre or cycle it in?	Mobility scooters have to be brought into town by car...so spaces are needed to park in! remove charges for DBH in all local authority car parks as previous parking on yellow lines for 3 hours was free. Who are the stake holders and what are the groups being consulted as I have been unable to find reference to any appropriate groups in the area. The proposals affect many Banes residents who visit the city, not just Bath residents...how widely have you published these proposals?	Bath has an increasingly aged population who will become less mobile. If these proposals are implemented you are alienating a large proportion of the population and depriving them of access to restaurants/pubs/shops/entertainment venues. given that Bath will rely on its own population to revive its local retail and hospitality economy before international tourists are able to return...is this a sensible proposal? After the pandemic, shouldnt we be a more caring and considerate society to more vulnerable members of our communities or is Banes so obsessed with keeping cars out of the city that it is prepared to disadvantage its own citizens?	Bath resident	Yes
Agree	Yes		No	The Forum is used as a church, will the disabled members of the church still be allowed to park nearby on a Sunday morning?	Yes				Bath resident	Prefer not to say
Disagree	Yes	The streets identified are sensible, but the restrictions proposed are unworkable for a vibrant mixed-residential and commercial city centre and the anti-terrorism "justification" is preposterous.	No	The restrictions appear to cut off residents, many of whom do not have cars, from aspects of life they may depend on due to the lack of a car. For instance there appears to be no provision to allow residents in the affected areas to receive food deliveries from supermarkets (leave alone take-aways etc.), nor to obtain taxis to/from their home. I'm all in favour of reducing traffic in the city centre and making it pedestrian friendly, but these proposals could make living in the affected area untenable for some residents, which would be a grievous wound to inflict on the city at this time. A more sensible quality-of-life-based proposal should be introduced (possibly over a slightly wider area) with "global pedestrian priority and no marked road for cars to use" and restricted commercial delivery slots, but which should not unduly impede residents amenity.	No	If this is genuinely a security-based proposal then clearly allowing access 6pm (when many of these areas, e.g. around Saw Close) would be as busy or busier until 10pm gives the game away that this isn't really about security. It is noticeable that there is not statement the police support these proposals, and that TROs will be sought on a very vague basis for this timeframe. In terms of access the same comments as previously apply. In particular for older residents preventing them having a taxi to/from their address. Some are likely to be uneasy having to walk through the streets thronged with night life to get to a taxi rank or similar.	n/a	I'm shocked that a liberal council should even have thought fit to bring such a proposal forward. The security justification is just theatre; the actual proposals will make a small improvement on one particular mode of terrorist attack (which despite the government's hyperbolic rating of "severe" risk on a realistic appraisal seems unlikely to be in the list of top five risks to the city) without doing anything to defend against others. As security experts have repeatedly pointed out spending money to protect against the previous terrorist attack method is almost always money wasted; better to spend the money on sensible policing, which protects us both against terrorism and far more mundane, and sadly common, crimes.	Bath resident	No
Strongly agree	No	I would stop all cars going through the centre of town except delivery vehicles	No	How will people deliver things	Yes		Make electronic barriers so that delivery vehicles and disabled people can still have access.	You need to stop the cars on George street. As long as there are cars on George street the influx of traffic on the London road is always going to be absolutely insane. All the children in Snowhill and Larkhall having to walk along there everyday with the fumes. Absolutely crazy. I personally do not understand why the clean air zone penalises vehicles delivering things and not all the cars when we know that most car journeys in bath are less than a mile.. I really hope that cars come in to the clean air zone.	Bath resident Local business	No
Strongly agree	Yes		Yes		Yes	More streets should be included for increased safety for nighttime economy			Bath resident	No
Strongly agree	Yes		Yes		Yes		Pedestrianise the centre of the town and create an amazing cafe culture		Local business Bath resident	No
Agree	No	Milsom street/ new Bond Street. so many offices that people can't drop things off at. I had to carry three huge boxes from Alfred st. To new Bond Street because my car would have incurred a fine with the new system. I really did my back in. Having some flexibility for those businesses is essential. Not to mention Milsom street is a blue badge hot spot and this will effect disabled people greatly.	Yes		Yes		Put up pretty barriers down milsom street, cover them in flowers or something then allow blue badge holders to park there. You'll see a huge amount of visitors using local permit space in order to park closer to town. You'll devalue property by the lack of easy parking for residents and it's already hard enough to park with a central permit.	The multi story car park behind the collage needs rebuilding which has been in the plans for years. Maybe consider sorting this before restricting even more parking areas in town	Local business Bath resident	No
Strongly disagree	No	This is a ridiculous scheme if you are disabled or elderly and live within the boundaries of the scheme.	No	I think it's unlikely that it's necessary at all on the grounds of terrorism. I feel it's an underhand way of implementing the pedestrianisation that has been on the councils agenda.	No	This will make Bath a danger for people at night. If there are no vehicles around then the street will be much more dangerous, especially for women. If you have to walk to the taxi rank to get a taxi because they can't drive in the zone.	I think that blue badge holders should be allowed to park as usual. No restrictions. This scheme is unnecessary.	I am so angry at the way Bath council are choosing to completely destroy the city. I know that there is a general trend to ban cars but this city is dying and the council are the ones responsible.	Bath resident	No
Agree	Yes		Yes		Yes		There needs to be more access for blue card holders, just having access in Southgate car park is not enough. Possibly there could be places to drive and wait to drop off or pick up. If these or nothing else is provided then the council is not giving equal access for everyone as they will not be catering for people with disabilities, especially those who find it difficult to walk very far.	If pedestrians and cyclists are to be sharing the space there needs to be some restrictions/signage to indicate where cyclists can go otherwise there's a risk of accidents.	Bath resident	No
Strongly disagree	No		No		No		Leave it as it is		Bath resident Local business	No
Strongly agree	Yes		Yes		Yes				Service provider Bath resident	No
Agree	No	If the Council is serious about prevent hostile vehicles from Bath City Centre why is this scheme restricted to a very small area? It seems that protection against hostile vehicles is being used as an excuse to ban vehicles from central Bath.	No	Given that residents within the restricted areas and blue badge holders are unlikely to be hostile actors why are they banned from access? Surely they could be vetted in advance and given access. Banning them is illogical.	No	As per previous response.	Given access to the restricted areas for residents of the areas and for Blue Badge holders.	I am strongly against these proposals for the following reasons: 1. Given the huge impact and pressure on the B&NES Council's budget as a result of the Covid-19 Pandemic should this scheme really be a high priority for Council spending. Giving help to businesses and to the residents in Bath would seem to be a much higher priority. 2. Given the change to high streets in many cities and in Bath as a consequence of the pandemic and the ongoing changes to the retail landscape are plans of this type really so necessary? Maybe introduce temporary schemes during periods such as the Christmas Market (if it does continue). 3. If this scheme is really about anti-terrorism why is it restricted to such a small area leaving out potentially busy areas of Central Bath? 4. I assume that widening pavements in Broad Street would prevent any future ideas of making Broad Street 2-way. 5. Preventing vehicular access to residents of the restricted areas and to Blue Badge holders on the basis of anti-terrorist protection is illogical.	Bath resident	No
Agree	Yes		Yes		Yes				Bath resident	No
Disagree	No	Any attacks nowadays use knives	No		No					
Strongly disagree	No	Many of these streets accommodate residential homes where are you proposing they park their vehicles?	No	Small business are on there knees without having this to contend with and what about the disabled people needing to get into the centre for things such as eye tests etc	No	Re- think this scheme to enable access for genuine access. I appreciate we must have safer streets and cleaner air in the city. My office (XXX) is and will continue to be in one of the most polluted areas in this city all that seems so be happening ios that all these problems are being pushed out to the outskirts of the town	With your proposed scheme there is little scope for this. This whole proposal needs further thinking and planning for it to work for all of our Bath residents and workforce.	I feel sadden that the city of Bath will become a ghost town more and more businesses will have to close as the cost for deliveries will go up due and in turn of course these costs will be put on to the customer. There has to be a balance for everyone to keep us safe and imprive the city air but many will pay for this unless these plans are really thought out. Already there is a distaste in the air. I have builders working fr us and contractors that are independant traders and are worried about the costs to change their vans etc. I think some of the proposals that are available from what I can see are not sufficiently guarded for fraud but I am not going into this on here.	Local business	No
Disagree	Yes		Yes		Yes					
Disagree	No	It is already incredibly challenging to access certain parts of the city centre by car. XX, who does not drive often cares for my XX while I go to work. In order to drop him off I have to either park a considerable distance away, at a large cost or risk leaving my car illegally parked to drop him off. If these plans are brought forward, it will make situations like this even more challenging. It seems the council are desperate to remove vehicles from the centre and are now trying this on the grounds of 'anti terrorism' there are far more, alternative measures which could be implemented before these drastic measures that will impact many.								
Strongly disagree	No	We will not be safe until everyone predestianising our streets and putting 20 mph limits on our roads is dead. This will save lives by allowing the emergency services to move, reduce congestion and pollution and allow us to build a better greener fairer society where everybody matters	No	Allow access to everyone. So we can have a better greener fairer society where everybody matters	No	Stop closing off roads no cycle lanes on roads. Remove traffic lights at *** junctions	Create more parking for everyone to revive the high street	Equip the police with flame throwers to deal with extinction rebellion riots	Local business Visitor	No
Disagree	Yes				No	I don't agree it will always be possible to arrange deliveries in this time frame. Also, devastating to remove disabled parking;is anyone proposing this disabled?	I don't understand how it's possible to 're-home' all the cars of both disabled, and people with parking permits. Do the council really just want no residents?	I find it amazing that an example of an exclusion to this might be the Christmas Market; surely the perfect target for a terror attack, lots of people in one place, excellent.	Local business	No
Strongly disagree	No		No		No				Bath resident	No

Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles	Do you agree with the streets proposed to be included in the protected area?	If No, please provide any comments or suggestions	Do you agree with the limits on the use of the streets between 10am and 6pm?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?	Do you agree with the limits on the use of the streets between 6pm and 10am?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?	Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders	Please provide any other comments or suggestions below	What is your interest in the City Centre Security scheme (please select all that apply)	Do you consider yourself to have a disability?	
Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response	
Strongly agree	Yes		Yes		Yes			This is a very good initiative. Bath is particularly vulnerable to the types of terrorist attacks identified. This is clear given how packed with pedestrians Bath usually is in normal times. A terrorist attack could kill or injure a large number of people. There are clearly related consequences of restricting vehicular access, but these are likely to be very positive overall. Access restrictions will allow a much better environment for pedestrians, making the city centre an even more attractive place to visit. Post covid, the city centre will need to bounce back, and whether this is through retail or other uses, this can be best achieved by creating a pleasant, attractive and vibrant place for people. The loss of access for most vehicles and some parking is small beer by comparison. Disabled people will need careful consideration and it is therefore welcome that the council is assessing this through a specific report.	Bath resident	No	
Neither agree nor disagree	No	Only Stall Street, Union Street, Kingsmead Square during the peak times only is security required. Very few people using upper or lower borough walls, hot bath street, York street, Orchard Street and Abbey Gate Street these are not busy or crowded streets therefore very unlikely for a motorist terror attack. Protection for the Abbey area, Roman Baths area, Southgate areas which are already in place. Stall and Union Street and Kingsmead square at peak times required from vehicle attack. Milsom Street which was rarely busy with traffic and never more crowded than Keynsham High Street does not require bus gates for traffic control. Bus gated Milsom Street is of no benefit to pedestrians but a huge source of income to the council from the tourists, businesses and resident's visitors who are unaware of the restrictions and are issued penalty fines.	No	Residents and Businesses and their visitors/customers should always have access to their properties during these times with their vehicle for loading and unloading and dropping off passengers etc. These restrictions should not be imposed on these residents and businesses due to a motorist terror threat. Residents and Businesses of the very few and only necessary streets should be contacted direct and consulted and agreeable plans drawn up on how to proceed.	No	As last answer ..	This planned area is too big and covers unnecessary streets therefore will cause parking issues for the disabled and mobility impaired. Reduce the size of area to the truly crowded areas only and take away the unnecessary bus gates on Milsom Street which is only a benefit to the council and more blue badge parking will be available.	The motorised security risk is only to the areas that become truly crowded so reduce the plan significantly to limit the impact to residents and businesses which also need protecting. Remove the unnecessary bus gates with unfair charging. Consult with the residents and businesses of the few remaining affected streets on how their lives can be improved.	Bath resident Service provider	No	
Strongly agree	Yes		Yes		Yes				Bath resident Local business Service provider Bath stakeholder / Community organisation Visitor	Yes	
Agree	No	I understand the reasons for trying to do this , but it is difficult enough for businesses to function without people being put off , ie to pick up large items.	No	could it not be possible if a retail business customer were able to give a code ie from a retailer so a customer can gain access to collect / pick up large items.	No	shops need to access their business etc in the evenings, so again if a code etc could be given for this so that it is granted.	I think as previously mentioned. An individual code for a business to use / pass on for access . which would be used for deliveries and large pick ups.	Sorry , no.	Local business	No	
Strongly disagree	No	Absolute waste of time and money	Yes	There is no security threat, agree with the limits on the use of the streets between 10am and 6pm	Yes				Bath resident	No	
Strongly disagree	No	These proposals do nothing for bomb threats like the Manchester bombing where it was a pedestrian carrying a bomb in a back pack, disabled access is virtually terminated by these proposals	No	Existing restriction pre Covid have been restrictive enough, small traders in Bath have been ravaged by successive poorly conceived traffic management schemes in the past, enough is enough	No	You state that you wish to protect pedestrians at the busiest times and then want the restrictions to apply 24hrs a day !	There should be no restriction on access for blue badge holders, even if the scheme went ahead, blue badge holders must not be disadvantaged in any way	Although this may have been conceived with the best intentions, this is the ringing of the "Passing bell" for Bath as anything other than a Museum where one has to pass through a security fence to enter. The Council will not have the funds to run the city if traders cannot afford to continue and shoppers cannot access the city easily.	Bath resident Local business	No	
Strongly agree	Yes		Yes		Yes				Service provider Service provider	No	
Strongly agree Strongly agree Disagree	Yes Yes No		Yes Yes No		Yes Yes No			DIFFICULT TO SEE HOW YOU CAN MITIGATE IMPACT ON DISABLED COMMUNITY	THERE HAS NOT BEEN A TERRORIST INCIDENT IN BATH SINCE THE 1970s. THESE PROPOSALS ARE OVER THE TOP . LOWER KEY MEASURES SHOULD BE ADOPTED.	Bath resident	No
Strongly disagree Strongly disagree	No No	It is a further impediment to local businesses and local residents, reducing yet more available parking spaces. Yet more ugly street clutter.	No No	Enough with the barriers and limits.	No No	Not good for night time economy	Already too many residents' bay turned into disabled parking bays which are being underused	This is yet another excuse to turn central Bath into a car free zone which is making it even more difficult for families to live in and enjoy the centre of the city. Also yet another impediment for local shops and cafes which we all miss if they are forced to shut down.	Bath resident Bath resident	No No	
Strongly disagree	No		No		No				Bath resident	No	
Strongly disagree Strongly agree Agree Strongly disagree	No Yes Yes No	there is no need	Yes Yes		Yes Yes			pointless waste of money	Local business Bath resident Bath resident	No No No	
Strongly disagree	No	No. Terrorism doesn't refer to any specific threat. Terrorists win when you change your behaviour. There is absolutely no evidence to support terrorist measures in Bath because of a generalised terrorist threat.	No	Try more police on the streets who might stop general harassment, problem drinking etc etc, but don't restrict the entire population from their city center because of an unknown terrorist! How is the city to carry out its actual business life!	No	Look, if the 'threat' to the population is so 'great' that you want to change the city, then police the streets properly, escort every vehicle with a policeman in the cab or maybe the police can walk alongside "every" "dangerous" vehicle whilst they carry out their job and then escort them out of Bath again. Sounds expensive or ridiculous that because when you are proposing is ridiculous. Its just the cheapest way to say you've covered your backs. Any terrorist can easily think of a way of driving around a bollard or do you think they are afraid of your security cameras! Be sensible. Get on with your lives and stop changing things that already work well.	I would restrict access to the city council office to people with some sense as it seems most of the 'threat' to the city is coming from there.	No. Terrorism doesn't refer to any specific threat. Terrorists win when you change your behaviour. There is absolutely no evidence to support terrorist measures in Bath because of a generalised terrorist threat. Call it what it is, but it isn't down to terrorism. Has someone just completed a Health and Safety Terrorism Course?	Bath resident Local business Service provider	Prefer not to say	
Strongly disagree	No	You are changing the character of Bath and for its residents who live within those areas. Restrict cars then they will blow up on foot ....	No	You do not need this. Have more police on foot and the way to stop terrorists is before they act. Stop this hate on cars	No	What about the trades and jobs that need to access homes to work?	Where on earth do you propose all the existing cars go?- this is insane. They don't just disappear overnight. Stop this war against cars!!! This is what this is all about	Your proposals for more plastic bollards is hideous- why does this council hate cars so much? You cannot push us all onto bicycles. I hate what is happening to Bath, to the businesses being forced out with the development of industrial sites into flats. Your continued bringing in of clean air while we are in Covid. You have no empathy- you don't listen	Bath resident Local business Service provider	No	
Strongly agree	Yes		No	I live in Parsonage Lane. I am a vulnerable adult who doesn't drive. I feel disabled resident's (with both physical & mental health issues) should be given a permit. Taxis should be able to drop resident's with disability at their front doors. It is hard enough to receive deliveries already. To have to worry about having to match up getting council permission with the delivery company's availability sounds like a very long winded process. For someone with mental health issues this is already making me feel overwhelmed. I feel totally hemmed in without access to the outside world.	No	I already have to order my online shop for after 6.00pm which would not be my preferred time. I feel it is very unfair to expect delivery workers to walk that distance as well as finding a space to park. If I were to get a taxi home it is not safe for them to drop me so far away from my front door.	I feel you are already focusing on physical disability. Disability is not just about physical mobility. I don't have a blue badge as I don't drive, so I rely very heavily on people being able to have access to my address for deliveries & pick up / drop off.	I am very concerned about the risk of a terror attack & I appreciate the Police & Council taking action. However I do think very careful thought needs to be given to residents with disabilities ( Equally both physical & mental health ) The impact on the daily lives of these residents will be huge. For someone suddenly to inform you that you can't have any kind of vehicle pull up outside your house ( without prior permission) you can't park or have a taxi to your property, & then add disability to this situation too, this would lead to a very much reduced quality of life.	Bath resident	Yes	
Strongly disagree Disagree	No No	This council is **** What about the elderly and disabled, ask yourselves can they cycle or walk, come get real!	No No	This council needs to get rid of managers not people who shop Town is for shopping, do we really want Bath to be full of you democrats environmentalists, no I don't think so.	No No	We are a 24/7 nation		Stop money grabbing you **** Put a lot more cash into public transportation with fare caps to in courage the public to use it.	Don't be nosey Bath resident	Yes	
Strongly disagree	No	I am a disabled person with a Blue Badge I cannot walk a great distance. Disabled parking is a necessity not a privilege. It appears that the proposed pedestrian areas will greatly reduce disabled parking spaces.	No	A Bath police Station Manned 24-7	No	Socialising Restaurnts and Bars acces for Taxi and pickup	Blue Badge is a nesesity not a Privilege	I have said all I need to	Regular Visitor you will make This Beautiful City A Fortress	Yes	
Strongly disagree	No	Bath is not under thret from terrorism.	No	Bollards on pavements to stop cars mounting pavements.	No			Please do not shut the city centre to cars.	Bath resident	No	
Disagree Agree	No Yes		No Yes		No Yes			I know there's been some hoo hah in the press about how this will affect residents in the centre but, broadly, I think we should be discouraging vehicles in the centre: they have too much priority as it is. As long as the security is proportionate (I trust that's been considered) and those in need of parking, eg disabled people are considered I don't have a problem with the plans.	Bath resident	No	
Strongly disagree	No	This is Bath not London the risk of terrorism with cars is minimal. Someone could plant a bomb that is more likely.	No	Perhaps have more bollards on the pavements to stop terrorists from mounting pavements without need to close roads.	No	Deliveroo, uber eats and just eat need access to these roads in town to pick up and drop off food. 6pm to 11pm our busiest time for food delivery.	Disabled people need to be able to park in town.	Please keep roads open. Disabled people and deliveroo drivers need the roads in Bath open.	Bath resident Service provider Delivery driver	No	
Disagree											

Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles	Do you agree with the streets proposed to be included in the protected area?	If No, please provide any comments or suggestions	Do you agree with the limits on the use of the streets between 10am and 6pm?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?	Do you agree with the limits on the use of the streets between 6pm and 10am?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?	Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders	Please provide any other comments or suggestions below	What is your interest in the City Centre Security scheme (please select all that apply)	Do you consider yourself to have a disability?	
Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response	
Strongly disagree	No	The council provides no evidence to substantiate its assertion that there is a security threat that requires vehicle access to be restricted. Since M15 first made Threat Level data available to the general public on 1st August 2006, to the end of this month on 31 January 2021, the threat level for the UK has been severe for 2,867 days and critical for 818, meaning it has been severe or critical for 70% of those days. There is nothing significant about the threat level currently being severe that justifies this proposal. It is just as likely that a terrorist will walk down the street and explode a backpack bomb as it is that they will use a vehicle. Since the London bombings on 7th July 2005 only a small minority of terrorist attacks have involved the use of vehicles, far more have involved pedestrian attackers. If a terrorist really wanted to use a vehicle as a weapon there are plenty of other streets such as the High Street, Manvers Street, James Street West, Monmouth Street, etc where at busy times they could cause just as much damage as in the area proposed. The council has implemented temporary restrictions and closures supposedly as a response to Covid-19, although it is unclear why there was any need to restrict access to these particular roads. With the potential end of social distancing rules in sight as Covid-19 vaccinations are rolled out across the UK population, the Council appears to be trying to use a new threat as an excuse to make these temporary measure permanent. Without credible evidence of a genuine threat from hostile vehicles there is no justification to close any roads.	No	The list of what is and is not permitted makes no sense. Why is Royal Mail permitted into the protected area but not all the other delivery companies? Is it even legal to provide special access to Royal Mail in this way? How are residents and businesses in the area supposed to receive deliveries? Most deliveries happen between the hours of 7am-7pm, meaning that there would be very limited hours for delivery in this area; 7am-10am and 6pm-7pm. It will be very difficult for delivery companies to plan their deliveries to ensure they arrive in those time windows. It will inevitably drive up costs, and it is likely some of those costs will be passed onto the residents and businesses. The information is confusing when it comes to construction. The public consultation document states that construction vehicles will be allowed access between 10am and 6pm, while the FAQ states that tradespeople will not. Whichever is correct, people working in building related trades require access to their vehicle during the day as it contains tools and parts which they will need. To suggest that they should offload all this, and then park outside the area will in most cases not be practical, as will the suggestion that they may need to trolley in their apparatus. If they do have to then this will lead to increased costs which will have to be passed onto the customer. The proposal also seems to take no account of the needs of the disabled, the elderly and those with limited mobility. Not only are private cars banned but also taxis, hackney carriages and blue badge holders. If someone needs to be dropped off or picked up without having to walk more than a few steps this will be impossible. It is not a matter of refining the proposal, the proposal should be withdrawn.	No	To suggest that home delivery of large items should happen between 6pm and 10am is frankly absurd. As most delivery companies only operate between 7am and 7pm this allows very little opportunity to deliver to this area. Particularly when trying to deliver in the morning, a slight delay could mean missing the 10am deadline. The driver would then need to return 8 hours later, after 6pm, and in most cases would then have exceeded their permitted hours for the day. It is also not clear why the terrorist threat is reduced after 6pm. In the summer months in particular there are often large numbers of pedestrians in the centre of Bath into the early to mid-evening as people enjoy the entertainment and leisure activities available in the city centre. It is not a matter of refining the proposal, the proposal should be withdrawn.	The proposal seems to take no account of the needs of the disabled and those with limited mobility. To prevent access to all private cars, blue badge holders and even taxis and hackney carriages means that in many cases there will be no way for these people to access the shops and services within this city centre area. The council has a clear duty to undertake an Equality Impact Assessment. The House of Commons Briefing Paper The Public Sector Equality Duty and Equality Impact Assessments (Number 06591, 8 July 2020) makes clear that "the duty must be fulfilled both before and during consideration of a particular policy, and involves a "conscious approach and state of mind"; "it is not a question of ticking boxes, the duty must be approached in substance, with rigour and with an open mind, and a failure to refer expressly to the duty whilst exercising a public function will not be determinative of whether due regard has been had". The Council states that it "is also commissioning an independent pan-disability study that will inform the scheme's approach to accessible design. It will engage with key stakeholders to inform the schemes approach to accessibility." This does not appear to comply with the council's duty as this security policy has already been formed without conducting an Equality Impact Assessment (EIA). The council also states very clearly that it is only prepared to consider refining the proposal, when in all likelihood an EIA may conclude that the proposal must be scrapped. This does not suggest that the council has an "open mind" as required.	Please provide any other comments or suggestions below	My first comment is that the survey questions are biased, in particular the first question because it is "phrased or formatted in a way that skews people towards a certain answer". The first questions asks "Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles". This question has clearly been phrased to solicit the answer "Strongly agree". It presumes that there is a threat from hostile vehicles, without providing evidence, and how could a respondent not agree that people should be protected from that threat. I believe this invalidates the results of the survey. Secondly, in February 2016 the Cabinet Office published guidelines on consultation. This guidance makes clear that: Firstly - consultation must be at a time when proposals are still at a formative stage and give sufficient reasons for any proposal to permit a person to in the court's words "give an intelligent consideration and response". Secondly - adequate time must be given for consideration and response, and, Finally - the product of consultation must be conscientiously taken into account in finalising any statutory required proposals. This should be evidenced by a briefing document presented to the decision making body in this case the proposal is not formative, but nearly fully formed, and consultation is only to "refine" the proposal not to question its validity or necessity. There is nothing in the consultation that suggests that responses will be "conscientiously taken into account" in the documents provided as part of this public consultation the Council provides no evidence to substantiate its claim that there is a security threat that merits the proposed restrictions. The council uses the fact that the current terrorist threat level is "severe", along with statements such as "There is an acknowledged threat to the United Kingdom from terrorism" and "particular threat of hostile vehicles is acute in intensely crowded places like city centres" to create a climate of fear amongst residents, workers and visitors to the city. As already stated, the threat level has been severe or critical for 70% of days since data was first published on 1st August 2006, so there is no significance to the current threat level. While vehicles have been used in a number of attacks in the UK and abroad, they have not been used in the majority or terrorist attacks. In addition most of the terrorist attacks on UK soil to date have been in major cities such as London and Manchester, not smaller cities such as Bath. The reality would seem to be that security is an excuse to implement a desire to pedestrianise the centre of Bath. This policy was identified by SomersetLive in November 2019: <a href="https://www.somersetlive.co.uk/news/somerset-news/details-revealed-plan-pedestrianise-bath-3555046">https://www.somersetlive.co.uk/news/somerset-news/details-revealed-plan-pedestrianise-bath-3555046</a> . The article states "B&NES council has an objective to restrict vehicular access on Cheap St/ Westgate St/ Saw Close and Upper Borough Walls." The council has already used emergency powers provided as a response to Covid-19 to implement many of the restrictions proposed in this consultation, and now wants to find a reason to make these permanent. The council has been campaigning to close Bath streets to nothing but bicycles. This just feeds into your proposals by blaming it on terrorism. You will succeed in destroying the heart of the City	Bath resident	No
Disagree	No		No		No			The current council has been campaigning to close Bath streets to nothing but bicycles. This just feeds into your proposals by blaming it on terrorism. You will succeed in destroying the heart of the City	Bath resident	No	
Strongly disagree	No	A vast over-reaction to a very low risk threat. It's all very illogical, creates practical difficulties, and only nullifies one threat option	No		No	As previously stated, it's just a nonsense idea.	The removal of much of the meter/ street parking with the drastic plastic limits parking options for blue badge holders and is a back door way of reducing blue badge options. If only as much priority was given to blue badge holders as cyclists!	All said, rubbish idea, needs scrapping/ re-thinking. If you want it more pedestrianised, be honest and come up with a realistic plan	Bath resident	No	
Disagree	No	Your first question is worded so that you have to agree if you don't want terrorists to drive a car into people.	No	I would say 10 to 6 is ok if taxis and blue badges are allowed access.	No	Your assumption is that the security risk comes from cars being driven into these streets. But why these particular streets? What about the rest of the city? Also - is this the only way a terrorist could attack? What about drones, pedestrians with backpacks? You say you are doing this to make Bath safe but are there or have there been any known actual threats of this sort or are you just trying to cover all possibilities. Are we making it difficult for everyone to have access to the city centre, and difficult for residents who live there, on a possible worst case scenario - in which case, I would suggest that, this reaction to the threat of terror lets the terrorists win without raising a finger.	This "anti terrorist" plan coupled with the ongoing push for accessibility for anyone wishing to come into Bath. This coupled with the ongoing effects of the pandemic I feel will hasten the death of our high streets - our shops and restaurants. Bath needs car parks (allowing hotels to be built with no extra car parking doesn't help), we need a fast cheap public transport system, taxis and buses and blue badge cars need to be able to have access, local residents/shops and restaurants need to get deliveries. I know that city centre residents who need to use their cars are finding it increasingly difficult to park near their homes, often driving round and round (creating pollution) to find the dwindling spaces.	My main concerns are that planning to close off the city centre at the same time as implementing LTNs are going to make access to the city difficult and off putting at a time when we will be feeling the effects of the pandemic. I am concerned that many businesses won't survive. If it is to reduce pollution some other councils have already found that it actually increases as cars have to go the long way round or forced to choose the main arteries causing an increase along those routes - some councils have reversed their policies as a result. If it is to reduce pollution aren't cars heading that way with the drive to electric cars etc anyway? If it is for real terrorist concerns - yes, of course, no one would want any attack to happen in Bath but these proposals don't protect against all possibilities and we have to weigh up whether they are actually a detriment to local residents and visitors. A suggestion - keep the times of restrictions the same across all bus gates - make sure all restriction notices are very clearly displayed - unless you want to get revenue from mistakes made (especially from locals who find their usual routes restricted and get caught unintentionally). Given Covid restrictions I've only driven around Bath a few times and I was amazed by the hold ups around Queen Square with the new traffic lights - and this was in light Covid traffic...I in the past there wasn't any delay - but now idling traffic held on the lights will be causing more pollution...I believe that they have been put in place to make the square more cyclist friendly (?) but does that really work?	Bath resident	No	
Disagree	No	How does the work carried out in Queen's Square improve anything in terms of security or anything else (just one example of many)?	No	With hidden fines and no convenient parking, the council is killing retail off. I for one avoid the town centre completely now...	No	I pay taxes for roads. I should be able to use them. The council is killing off retail and I don't understand why. Terrorism is not a valid reason. Most terrorist attacks are carried out by individuals on foot...	Don't use terrorism as an excuse. Using a pandemic as cover for carrying out work is as candle. Everyone's taxes pay for roads. It is not right to eliminate our access to roads that we paid for. It is not democratic and it is not right. Killing off retail is a bad idea.	Please explain to us, the public, why the council did what it g do is to Queen's Square. Please explain to the public how the work the council has done and will do regardless of what the people want, A) Won't kill off retail and B) prevents a terrorist on foot (by far the most common method) protects anybody or anything. Please explain to us the public what terrorist threats have been made to Bath city centre in the past 20 years so we know what information you have to justify what you are doing.	Bath resident	No	
Strongly disagree	No	Hair brained idea. Terrorists don't need to use vehicles. Knives can and have been used regularly so these measures are not required, expensive and totally pointless.	No	As before	No	As before	Complete and utter waste of our money. Will not stop terrorism but will cause an absolute nightmare to Bath residents living in these areas who actually pay money to BANES to look after their interests.	As before	Bath resident	Prefer not to say	
Disagree	No	More police on streets	No	Disabled access needed	No	More pollution will be caused in surrounding areas	You need to allow Blue Badge holders back in to the city. Currently Milsom Street is no longer accessible for people. such as my 87 year old mother who has shopped there for decades and is now effectively banned. As her carer, I can see how much this has impacted on her. She is NOT able to walk from the Council car parks where parking is available to central stores. She lives adjacent to Kingsmead Square and I haven't even told her this may also be off limits too. Your strategies favour cyclists time and time again and pay insufficient attention to those with poor mobility/sight. Even proposing to exclude them from residents parking areas outside their own zone is a blow. She cannot drive and therefore doesn't own a car so will not be eligible for a resident permit as a Blue Badge holder. I drive her everywhere in my car and therefore cannot apply for a parking permit on her behalf. I have already fed this back on a previous consultation. Please stop removing access for those with disabilities. This is inequality at its worst.	I am not against many of the proposals to reduce congestion, improve air quality and enhance public safety but they always favour able bodied people. Our older and disabled population have suffered enough this last year. Please don't ignore them.	Bath resident	No	
Agree	Yes	Whilst I support the restrictions for all vehicles, these measures do not support those with disabilities AT ALL.	No	I would only agree if there was access for Blue Badge holders	No	As previously stated			Bath resident	No	
Strongly disagree	No	Main threat is no longer via cars or other vehicles. It is from a lone bomber with a backpack walking in to the Bath City centre.	No	City centre security needs to be re-thought by police to encompass mobile threats posed by lone bombers walking into Bath City centre. Example: Manchester bombing.	No	Limiting street use will not stop a lone bomber from just walking in with a backpack - or even a briefcase.	Do not restrict traffic. Else you will block access to shops, force shop closures, discriminate against the disabled and the elderly blue badge holders.	I agree with the proposals, which should make the streets of Bath safer. This plan is outdated. Please start again. Closing down Bath for an imagined threat is disingenuous. To residents it just seems to be a continuation of the left's intention to ban traffic from Bath for political reasons. Definitely not based on science facts. The Manchester bombing was not delivered by a van or a car. It was delivered by a lone bomber wearing a backpack. I am certain that terrorists have learned they can no longer use a vehicle to deliver their bombs. Why are we so slow to catch on to the changing face of terrorism? The aim of terrorism is to make us put in place restrictions that will deny our residents freedoms that were hard-won over the last few wars. Say no to these obsolete security plans. I, and many of my colleagues, do not support these plans.	Bath resident	No	
Strongly disagree	Yes	Just an excuse to pedestrianize; a terrorist can damage elsewhere or with a back pack	No	Just makes life even more difficult	No	Just makes life even more difficult		This is a dishonest method of restricting access. It'll finish Bath as a viable thriving city	Bath resident	No	
Strongly agree	Yes		No	how about shoppers/commuters trying to get through Bath? Are there enough routes through the city centre?	No	many people are around by 10am so this should stop at 7.30am			Bath resident	No	
Strongly agree	No	This is totally ridiculous, to use a terrorist threat as an excuse for anti-car road closures is beyond belief - a determined terrorist will use whatever means in crowded places to attack. Stopping cars won't stop them - terrorists will use knives, bombs, guns, etc...	No	This is totally ridiculous, to use a terrorist threat as an excuse for anti-car road closures is beyond belief - a determined terrorist will use whatever means in crowded places to attack. Stopping cars won't stop them - terrorists will use knives, bombs, guns, etc...	No	This is totally ridiculous, to use a terrorist threat as an excuse for anti-car road closures is beyond belief - a determined terrorist will use whatever means in crowded places to attack. Stopping cars won't stop them - terrorists will use knives, bombs, guns, etc...	This is totally ridiculous, to use a terrorist threat as an excuse for anti-car road closures is beyond belief - a determined terrorist will use whatever means in crowded places to attack. Stopping cars won't stop them - terrorists will use knives, bombs, guns, etc... Your plans will damage business, reduce footfall and isolate residents from their friends and family.	This is totally ridiculous, to use a terrorist threat as an excuse for anti-car road closures is beyond belief - a determined terrorist will use whatever means in crowded places to attack. Stopping cars won't stop them - terrorists will use knives, bombs, guns, etc... Your plans will damage business, reduce footfall and isolate residents from their friends and family. I'm disgusted at this Council for even considering this as a way introducing anti-car, anti-business road closures.	Visitor	No	
Agree	Yes		Yes		No				Bath resident	No	
Agree	Yes		Yes		Yes				Bath resident	No	
Strongly disagree	No		No		No				Bath resident	No	

Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles	Do you agree with the streets proposed to be included in the protected area?	If No, please provide any comments or suggestions	Do you agree with the limits on the use of the streets between 10am and 6pm?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?	Do you agree with the limits on the use of the streets between 6pm and 10am?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?	Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders	Please provide any other comments or suggestions below	What is your interest in the City Centre Security scheme (please select all that apply)	Do you consider yourself to have a disability?
Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response
Strongly disagree	No	Shutting down the centre of Bath is to destroy a living, vibrant community. Pensioners, the disabled, the unhealthy and unwell will all be locked out with such severe restrictions on vehicular access	No	Open the city up don't close it down. Too many businesses are suffering already. Why does Bath & North East Somerset Council hates us, the ratepayers and residents, so much?	No	Life does go on after 6PM although councillors might be home and avoiding other people, residents still like to go out. Gosh, some even stay out until 9:00PM at least. Who knew?	On street parking everywhere is essential for "blue badge" holders. This council should be absolutely ashamed of itself for restricting those in the community who, through no fault of their own, must use their cars. Why harm the most vulnerable in our community?	I am looking forward to the next council elections to vote in representatives who actually care about residents rather than the current ones who are intent on punishing and restricting the most vulnerable members of our society. You shld all be ashamed of yourselves. Open Bath for the good of all. Please.	Bath stakeholder / Community organisation	Yes
Neither agree nor disagree	No	Too small an area. Just plant your bomb outside the area and for all the technology you have installed it wont help.	No	Terrorists don't work to conventional	No	see last answer	if i were a terrorists and knew that blue badges were exempt, guess where i would put something that went bang?	can you tell the difference between a delivery van, builders van, disabled vehicle and a VBIED disguised as one of these? If not its all pointless.	interetsted	Prefer not to say
Agree	No	I agree in principle within the day 10-6 but I cannot see why vehicle access cannot be granted after 6pm as it is now.	Yes	Although I mainly agree, I do think that restricting repair people like British Gas or other utility companies not being able to park outside a residence to carry out an essential repair is restrictive. Have you seen what they actually have to carry into a customer's house on occasions!	Yes		I think on the whole it will stop people who display a badge parking their vehicle where ever they feel like it and we all know this goes on however I am concerned about those people who have limited mobility will be restricted much more from enjoying what our city has to offer even if to just trying to get to their bank during the day of which most are at the top of town. Disability parking with a limited time might be an idea close to the banks near the top of town so that this section of our society can access what they need to without struggling to walk or wheel themselves to far to get to a bank.		Bath resident	No
Agree Disagree	Yes No	The proposals do not include any exceptions for blue badges or residents with disabilities and are inherently discriminatory. Until those issues ae resolved then no streets should be restricted in the manner proposed.	Yes No	The proposals appear to ignore the needs of residences and of disabled visitors. A systems of (free)permits for residents and provisions for access for those with disabilities would be more appropriate. It's also concerning that the limits would severely restrict access for deliveries for visitors - the proposals appear to ignore the realities of options available for delivery slots, which often won't fit within the restive hours proposed. While of course consideration must be give to the risks posed by potential terrorism, they must be balances against the negative impact of the restrictions nd in particular how they will disproportionately affect the most vulnerable residents and visitors	Yes No	The proposed limits are excessive and poorly thought through, failing to take into account real life needs for access for residents, for deliveries, for disabled visitors.	It is obvious that preventing all blue badge parking will have the effect of excluding large numbers of disabled residents and visitors from the city and is extraordinarily discriminatory and inappropriate. Mobility scooters are not available or suitable for many with disabilities and permitting them will in no way address the issue. The measures will effectively mean that residents in the impacted areas will be trapped in their homes. It is an appalling suggestion and cannot possibly be justified. The council must take a more proportionate approach and balance the small, hypothetical risk of a terrorist attack against the very real, immediate and serious harm which will be caused by implementing the plans as they stand. One very obvious solution would be to issue (free) residents paermits allowing residents who hold a blue badge to access and park in the affected areas, in the same way that other essential vehicles such as refuse collection vehicles are to be permitted access. A car is just as essential to someone with disabilities as having rubbish collected is, and of course terrorists could hijack a bin lorry and do a huge amount of damage with it, so the council has already shown that it is willing to take some risks. I note that there is no suggestion that the rubbish should be collected by using hand carts which would address that risk. It's no doubt considered disproportionate. You need to think again and recognise that it is equally unacceptable to exclude disabled residents. It is quite extraordinary that the council did nothing to study the impact of these proposals on people with disabilities at the outset, so that their needs could be taken into consideration while putting together proposals, instead of being tacked on as an afterthought half way through the consultation period.	I am shocked and appalled y the total lack of thought or consideration for people with disabilities shown by these proposals. I would urge the council to review it's processes to ensure that, in future, there is proper consultation with, and consideration of, people with disabilities and other minority groups from the outset when considering issues which will affect them, to void such obvious and crass discrimination in future. I expect better of BATH. For what it is worth, I am not myself a blue badge holder but as an able-bodied person the discriminatory and thoughtless nature of these proposals is blindingly obvious and I am at a loss as to how anyone could possibly oppose them to be reasonable of appropriate.	Bath resident Local business local resident living outside the city centre	No Prefer not to say
Strongly disagree	No	Have you thought of what will happen to all the surrounding streets? Traffic/parking will become a nightmare. What about the loss of resident's central zone parking within the area. Ridiculous that residents within the area cannot receive deliveries. Totally unjustifiable.	No		No	See previous answer	Let them have access!	Bath is becoming so unwelcoming to visitors and seems to have forgotten about its residents and their rights.	Bath resident	No
Agree	No	There needs to be wider disabled and business delivery access. As a Blue Badge holder living in Mendip I regularly have to travel to Bath, the blue badge bays outside of the Milsom Street area make a quick visit into an expedition having to plan where to park and finding less blue badge bays will present access issues for disabled people who are easily exhausted having to walk further distances from the places they wish to visit. Whilst I support Counter Terrorism Policing this needs to be a balanced approach, outside of London there have been no vehicle attacks. Much of counter terrorism policing is intelligence lead combined with CCTV and ANPR could be used to mitigate the risk without closing off the city centre.	Yes	Disabled access should be granted to Blue Badge holders.	Yes	Disabled access should be granted to Blue Badge holders.	As a blue badge holder resident in Somerset and often travel to Bath, there needs to be access into the city centre for blue badge holders, the risk is that by closing off streets to blue badge holders that they will be effectively forced out of town to shop which will hit small shops in the City Centre and drive away customers who are blue badge holders. Also its worth noting that many blue badge holders have limited mobility and having to walk up hill from South Gate to Milsom Street is exhausting and can lead to pain and breathlessness. There needs to be a greater understanding of the needs of Blue Badge holders and the disabled in access to Milsom St and the City Centre.		Somerset Resident	Yes
Strongly agree	Yes	access for people with restricted mobility should be maintained, not only wheelchair access but for people who drive and walk with a stick so that they can park on these streets and go to the shops	Yes	access for people with restricted mobility should be maintained, not only wheelchair access but for people who drive and walk with a stick so that they can park on these streets and go to the shops	Yes		This is discriminatory to people who drive and walk with a stick or other aid. Not all people with restricted mobility have mobility scooters.	Other similar scheme allow people who drive and walk with a stick or other aid access in the cars. Not all people with restricted mobility have mobility scooters.	Bath resident	No
Strongly disagree	No		No		No		Blue badge access is needed at all times. Blue bage holders may be incapable of walking more than 20 metres so must be able to get by car to withing 20 metres of any premises at all times.	There needs to be a full disclosure of all threat assessments before extreme measures such as those suggested are implemented so that anyone accepted can eb certain they are proportionate. On the information currently available the suggested changes are grossly disproportionate.	Service provider Visitor	Yes
Agree	Yes		Yes		No	City will become a ghost town No late buses to P&R walking and cycling ok for the young Bath has bloody steep hills which the Lib Dems forget	Trams ban dirty diesel cars and vans Clean air plans ridiculous at present London just does it Build a P&R off the A46 until you do Traffic off the M4 will still head straight into the city to park 40 years ago it was a problem and still nothing is done		Bath resident	No
Strongly agree Strongly agree	Yes No	Should be extended to cover far more of Bath City Centre (retail) pedestrian area.	Yes No	Should be 9am to 10pm	Yes No	Should be 6pm to 9am	There should be an increase in parking for those with disabilities to access the City Centre, and the means to effectively get them from this parking to the city centre safely and with dignity e.g. the provision of free purpose built electric vehicles.	Bath City Centre, and Bath generally should be at the forefront clean air, people (not vehicle) centric designs and development.	Bath resident Bath resident	Yes No
Strongly agree	Yes		Yes		Yes				Bath resident	No
Strongly disagree Strongly agree	No No	I think it could be even wider. Guildhall/Waitrose is a particular area of concern. As is Queens Square which often has lots of pedestrians around the park area. Also no mention of areas like the Royal Crescent/Circus which could be targeted	Yes Yes		No Yes		Ensure any street furniture does not cause problems for accessibility. Including A board signs.	Think this is great and has added benefit not only of security but improving air quality/congestion in the city centre which should be a pedestrian dominant area.	Local business Bath resident Bath resident	No No No
Agree	Yes		Yes		No	I am concerned that residents will not be able to access services to their properties. These must be practicable and support living within the City Centre. It will be critical for Bath to develop as a vibrant multi-use city. Residents will more and more important.	Will be important including access to the Theatre	Could there be a Bathes run approved delivery service for residents. Also quality of street furniture and signage must be merit for a WHS	Bath resident Bath stakeholder / Community organisation	No
Disagree	No	I don't see how the area around the Abbey and Southgate is more at risk than the bus and train stations or Kingsmead Square. Also, the type of attack causing concern more usually involves a backpack than a vehicle. I know the council wants cars out of the centre but this is a deeply alarmist method of promoting that policy.	Yes	I don't often see vehicles in Westgate St. What I do see are visitors to Bath who believe it is already a pedestrianised area and overenthusiastic cyclists who don't understand that a bicycle isn't a Land Rover. Speed bumps for cyclists may help in this area.	No	I appreciate there are problems but the whole proposal seems badly thought out.	Yes, do please make provision for blue badge holders. I feel that the council will be failing in its duties if it does not.	I think that a lot more evidence of a threat to the city centre is required before these plans, as they are presented in the document, are considered. Anyone on an e scooter or skateboard can commit a crime, removing vehicle access on security grounds isn't the right way to deal with traffic issues.	Bath resident	Yes
Disagree	Yes		No	Access needed for deliveries and trades otherwise additional costs will be added to the end user for the increased hassle. Free parking will be needed for these people. Is if a boiler breaks and an engineer is needed to come out	No	Should allow business needs minimum ie deliveries, trades etc free unrestricted access 24hrs	24hr park and ride facilities on the out skirts of Bath. New site needed on the east side, plus new by pass to reduce through traffic	Access needed for deliveries and trades	Bath resident Local business Service provider	No
Disagree	No	This is simply the council seeking to restrict vehicular access and has been raised before - it is totally misleading to now present this as anti terrorism	No	Bath is difficult enough to traverse already this will make matters worse	No			The council should be honest - this has nothing to do with terrorise it is driven by your anti car approach	Bath resident	No

Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles	Do you agree with the streets proposed to be included in the protected area?	If No, please provide any comments or suggestions	Do you agree with the limits on the use of the streets between 10am and 6pm?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?	Do you agree with the limits on the use of the streets between 6pm and 10am?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?	Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders	Please provide any other comments or suggestions below	What is your interest in the City Centre Security scheme (please select all that apply)	Do you consider yourself to have a disability?
Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response
Disagree	No	You need to consider why you are protecting the rights of multiple busloads of foreign visitors who have no idea of personal space over the rights and needs of your own citizens, sadly the simple answer is money. This approach is a sellout.	No	You MUST continue to protect residents especially with restricted mobility, to park close to their homes and to receive food deliveries. If banks can move cash but our veterans can't get food, that is just WRONG.	No	1. Make the tourist coaches and other superfluous traffic park further away. 2. To prevent "Trojan" vehicles, better ID with prebooking for bonafide companies working on named projects on prebooked days only, and ban all unauthorised, anonymous "WhiteVans". Like the "Unexpected Caller? Don't Open the Door" initiative.	Blue Badge use MUST NOT be compromised. Mobile residents park free at those nearby carparks you identified, with unlimited access to load/unload at their house eg try shopping with 3 small children 😊.	Greater use of Park&Ride, identify and open another site closeby in Park&Walk distance (I often use XXX, but a bit far for some, can you look at the area near the M&S/McD at Weston Lock? Will help us walk off the chips too 😊👍)	Frequent flyer visitor/shopper/worshipper	Prefer not to say
Agree Strongly agree	No Yes	More streets should be included eg. High Street, Milsom street	Yes Yes		Yes Yes		I strongly support pedestrianising all of Bath city centre permanently The point of a council is to make life better and easier for its people. Millions spent this way does neither.		Bath resident Bath resident	No No
Strongly disagree	No	It is really important to weigh the actual threat of terrorism vs the huge potential difficulty these limits would cause for people of limited mobility (age, disability, young children).	No	What is the actual threat of a terrorist act occurring only between 10am and 6pm? In all likelihood Bath is not likely to be high on any terrorists target - given that it has a highly tourist based population and it is not a centre of central government. While I understand the need for environmental considerations to reduce pollution, using terrorism as an excuse to create a city that look like a bunker is completely pointless and defeats the purpose of Bath being a heritage city and a city that people come to for rest and recreation.	No	See previous comment.			Bath resident Local business	Prefer not to say
Strongly disagree	No		No		No				Visitor	Prefer not to say
Disagree	No	The low threat of terrorism is being used as a pretext to pedestrianise streets in central Bath.	No	It's not an issue of terrorism/security - the only threat is robbery/violence late at night.	No		Avoid removing current access.	As said, do not use the low threat of 'terrorism' as a pretext to drive through pedestrianisation of the streets of central Bath.	Bath resident	No
Neither agree nor disagree Strongly agree	Yes		Yes		Yes				Local business	No
Strongly agree Agree Strongly agree Strongly agree Disagree	Yes Yes Yes Yes No	I think this is a pretext to have fewer cars in Bath. I strongly endorse fewer cars in Bath. But pretending this is to shield the citizens of Bath from a planned terrorist attack is unrealistic. Terrorists don't always use cars to attack innocent people.	Yes Yes Yes Yes Yes		Yes Yes Yes Yes Yes		There is concern for residents living within the area who are vulnerable and who may need personal deliveries.... how will you handle this	Residents living in the area should be consulted more deeply on this plan	Service provider Bath resident Visitor Bath resident Bath resident	No No No No No
Agree	Yes		No	Need further access for residential deliveries. Perhaps licenses could be provided to authorised delivery companies?	No	Need access to delivery vehicles to residential properties.		Bath city centre could well see an increase in residential properties, due to changes in shopping habits that will lead to many unused retail outlets. People will need safe delivery systems.	Bath resident	No
Disagree	No	You are removing access for the most vulnerable, those who are disabled and need access to the City centre.	No	As before, you are restricting the access for disabled people. Bath city centre currently has a lot of empty shops and surely you need to encourage as many people as possible without denying them access. Regarding disabled parking, the car parks charge and are located at extremes of the city centre. Not all disabled people are in wheelchairs.	Yes		The Council should retain the on street parking for disabled people. It is all well and good having bays in car parks but the disabled need to park as close to shops and services as possible. Also, has any consideration been given to the location of bollards and their visibility in relation to the blind and severely visually impaired ?	Please do not reduce the disabled parking provision in the city centre or people will visit elsewhere where they can park their car for free.	Bath resident	Yes
Strongly agree Strongly disagree	Yes Yes		Yes	No vehicles between 10am and 6pm seems best There is no provision for disabled access for blue badge holders. This is a breach of their civil rights and outright discrimination. This is a disgrace in a city that boasts a concern for the whole community.	Yes Yes No	No for the reasons given above	The proposed allocation of Blue Badge parking is some distance from the actual centre where people need to get closer to such places as Chemists. Parking is needed in George St, Gay St and Bond St so as to enable disabled pedestrian access to Milsom St and the top part of the city. Following reduction of Blue Badge spaces in the City centre further consideration needs to be given to disabled residents who live in the City. Shoppers and visitors from outside the city compete for available parking. A suggestion is that the 3 hour restriction be removed from Lower Borough Walls and Beau St and increasing disabled parking in St James. For City Centre disabled residents the Car Parks around the centre are too far to walk to.	As people become older and more infirm they wish to move closer to the centre so as to be close to food and health facilities. These are the basic needs. Social events such as visiting the Theatre and eating out are made almost impossible with so many restrictions. The Council should wish to support this section of the community with the same enthusiasm as other parts of the community.	Bath resident Bath resident Bath resident	No No Yes
Strongly agree	Yes		Yes		Yes		Probably best to consult with "blue badge" users to seek their suggestions	Whilst these measures have caused some understandable rage amongst some residents, if the threat of terrorism is high then we should do what we can to prevent this rather than be reactive after any such attacks.	Bath resident	No
Agree	Yes		Yes		Yes				Bath resident Local business	No No
Strongly disagree	No	It is obvious to me that terrorism plays little part in your deliberations, and this is simply a ploy to pedestrianize these central streets for aimless tourists to wander in.	No	Please remember these restrictions only serve to make it even more difficult for older persons especially, to access key sites within this area. The problem is not car parking but the inability to simply drive into or through the town. As it is myself and friends already find we are travelling to shop in Salford, Keynsham and Longwell Green. Surprisingly these places do not find they have a terrorism problem.	No		It is clear you have significantly reduced access for blue badge holders already. In addition the exorbitant cost of car parking around Bath for others means the only shoppers the town centre sees are either tourists or coach parties from Wales (when allowed).	I am appalled by the sheer underhandedness of this project and the dishonesty of its adherents. The traffic controls governing all the approaches to the town are so badly judged and problematic that your time and our money would be better spent in improving some of these.	Bath resident Bath resident	No No
Agree Strongly agree	Yes Yes		Yes Yes		Yes Yes			Please extend parking ban through the city and increase cycling provision with dedicated lanes, Better cycling racks/storage in the centre of town	Bath resident	No
Agree	Yes		Yes		Yes			This consultation is primarily about security however thought should be given to the safety of pedestrians particularly in Cheap and Westgate Streets which are heavily used by cyclists who have little consideration for pedestrians and feel that their bell is a universal passport to priority.	Bath resident	No
Strongly agree Strongly agree Strongly disagree	Yes Yes No	The above statement refers to the streets covered as being 'those that are regularly sufficiently crowded'. There are many other places that are similarly or more 'crowded' such as: Pulteney Bridge, North Parade outside the Sports Centre, outside the Podium, New Bond Street, Dorchester Street outside the Railway Station to name but a few.	Yes Yes No	I believe that due consideration has not been given to two groups of people who will be severely detrimentally impacted by this proposal. 1. People with disabilities and limited mobility will have their independence and opportunities compromised by being denied access to an increased area of the city centre. 2. The hundreds of people living within the proposed restricted area will also suffer. Those who rely on vehicular access close to their homes will lose it. And delivery drivers will have further to walk to make online deliveries and food deliveries and some may well decide to make this a no-go area. Also there is also the obvious anomaly of allowing Royal Mail to have access whilst banning all other delivery vehicles.	No	If the purpose of the security measures is to make 'sufficiently crowded' streets safer, then there is no justification for limiting access when the shops are shut, and the streets are not crowded.	The Council should have consulted all stakeholders before this proposal was written. This 'pan disability' study should have been commissioned at the outset and the findings from this and consultations with all other stakeholders incorporated into the current proposal.	1. The whole premise on which this proposal hinges is that there is a significant threat of a vehicle-based terrorist attack in Bath. The M15 current threat level of 'severe' is for the whole of the UK and is based on all forms of terrorist attack. Looking at the terrorist attacks that have taken place in the UK in recent years, this type of attack is much less common than attacks using bombs or knives and have resulted in many fewer deaths and injuries. The proposed security measures will have no effect on the more common and more deadly forms of terrorist attack. All of the vehicle-based terrorist attacks, except one at Glasgow Airport, have taken place in London. Almost without exception all terrorist attacks of any sort have taken place in major cities. On page 6, the document refers to the proposed measures as creating a 'safe and secure' environment, but they will not protect us from the more common and more dangerous knife and bomb attacks. The council's proposals are totally disproportionate to the minimal risk of a vehicle-based terrorist attack and not a good use of public money. 2. Right at the beginning of the document, in the second column of page 3, a 'co-ordinated packet of improvements to support Bath city centre recovery' is discussed. The whole piece focuses on the effects of Covid and the importance of helping the economy. This is a totally different issue to security. Again, the next page talks about three major investments the council is planning two of which are totally irrelevant to the city's security. It ends with a statement linking safety and security with the quality of Bath's streets and spaces. Throughout the document safety is linked with qualities such as 'success' and 'opportunities'. Words such as 'welcoming', 'accessible', and 'more spacious' are also used alongside 'safe' to create a positive overall image. This gives the impression that factors other than security may be the main motive for the proposals.	Bath resident Bath resident Bath resident	No No Prefer not to say
Strongly agree	Yes		Yes		Yes		I think keeping Bath a safe city in the context of the world in which we live currently with indiscriminate attacks a real possibility is necessary and entirely sensible. This will always need to be balanced against accessibility for those with disability. Perhaps increasing disability spaces in existing car parks and reducing tariffs might be one way of being able to support this group.		Bath resident	Prefer not to say

Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles	Do you agree with the streets proposed to be included in the protected area?	If No, please provide any comments or suggestions	Do you agree with the limits on the use of the streets between 10am and 6pm?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?	Do you agree with the limits on the use of the streets between 6pm and 10am?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?	Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders	Please provide any other comments or suggestions below	What is your interest in the City Centre Security scheme (please select all that apply)	Do you consider yourself to have a disability?
Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response
Strongly disagree	No	Totally stupid, in a middle of a pandemic, when the council has reduced income to spend it is unbelievable. A case of trying to bury bad news.	No	You want to turn the centre into a no go area, along with other schemes you will not have any businesses left in Bath.	No	Totally unreasonable.	Abandon this stupid idea pretending it is linked to terrorism. Perhaps if you stopped the Christmas market then there wouldn't so many people on the streets which most people whom live locally would be pleased about. No other city in the UK seems to be worried about terrorism	Stop wasting council tax money, think about the people who don't live in Bath	Bath resident	Prefer not to say
Strongly agree	Yes		Yes		Yes				Bath resident	No
Strongly disagree	No	These streets already see minimal traffic. This would massively disrupt traffic flows around the city which is already heavily overburdened. Additionally it would cause considerable harm to residents in those areas, preventing deliveries, visitors and other normal business from taking place.	No	Drop this entire ridiculous idea. Bath is already one of the safest areas in the country, to increase security is nothing more than paranoia induced incompetence.	No	So residents and those working late in the area are not permitted to order food for delivery. Packages deliveries that take place until 8pm normally will not be made and online grocery shopping will be restricted too. This proposal is absurd.	I have a relative that requires a mobility scooter. Bath is already very unfriendly toward the disabled, reducing access to parking will require a significant redressing of the city's pavements causing immense disruption. This is completely unacceptable.	Stop mucking about with our city centre. This entire scheme is a terrible idea. Drop it immediately.	Bath resident Bath resident	No No
Agree	Yes		No	This is not an acceptable proposal for disabled residents who need vehicular access to make use of local shops and services	No	There must be vehicular access for disabled residents who hold a blue badge. Directing them to a car park is not a solution if a person can only walk a limited distance with a walking aid. Please consider incorporating blue badge holders into the number plate recognition proposal allowing up to two cars to be nominated per person. Parking should also be allowed for limited period to allow for appointments to be attended.	Number plate recognition extended to blue badge holders. Parking allowed for limited periods to allow appointments to be attended. Not all disabled people can walk from a car park to where they need to be.	It is a real pity that the city where I and my 90 year old mum live and pay council tax shows such blatant disregard for the needs of their disabled residents. Under this proposal I can't drive to and park anywhere near enough to Boots or Specsavers with her blue badge for her to attend a hearing or sight related appointment. What do you actually expect us to do in these circumstances?	Bath resident	No
Strongly agree	Yes		Yes		Yes			Please take the opportunity to incorporate cycle provisions, i.e. more, decent, cycle racks. Also, of course, aesthetic matters. Black painted correctly detailed bollards preferred over bright red plastic etc.	Bath resident	No
Strongly agree	Yes		Yes		Yes				Bath resident	No
Strongly agree	Yes		Yes		Yes				Bath resident	No
Strongly disagree	No	It makes Bath inaccessible for people with mobility problems and makes it impossible for shops who are already closing down.	No	It makes Bath inaccessible for people with mobility problems. How would an elderly person get to their bank? Or the post office? It's already very difficult but this would make it impossible.	No	Lots of people come to bath in the evenings and park on single yellow lines in town. They won't come if they can't come into town. And what should residents do?? Not own a car??	It's already very difficult for disabled and elderly people to get into bath. This will make it impossible. It's already impossible to get to the post office and all the banks if you can't walk very far. Not everyone who has mobility problems has a wheelchair or someone to help them with it. This is a terrible idea. Bath is already very inaccessible.	MAKE THE BUSES CHEAPER! MAKE THE BUSES CHEAPER! MAKE THE BUSES CHEAPER! MAKE THE BUSES CHEAPER! I live in bath and it is cheaper for me to drive into town and pay the expensive parking fees than get the bus. It's cheaper for me to drive my children to school than them getting the bus..... I'd rather get the bus!!!!!!	Local business	Prefer not to say
Disagree	No	there is nothing wrong with the streets as they are	No	all this is for is so the council can stop all cars entering bath	No	the so called threat to bath has only come to light since the liberas came to power in bath	the only suggestion that i have is where is all the money coming from as the council has a short fall of millions so they say	as covid is about it would be better to look at how to help the people who have lost there jobs & those that are on furlow	Bath resident	No
Agree	Yes		Yes		Yes				Bath resident	No
Disagree	No	-	No	-	No	-	-	-	I live outside Bath but visit the City often	No
Strongly agree	Yes		Yes		Yes				Bath resident	No
Neither agree nor disagree	No	How are the disabled people supposed to live independently? Especially if they can not drive to Keynsham etc. Exceptions must be made, eye tests etc can only be postponed for a limited time.	No	Some services must remain accessible say one day a week or at a daily time.	No	No theatres or concerts? Maybe access could be provided and organised for events.	Free taxis to Keynsham? Seriously there is no way life can be reorganised to compensate for what you are proposing to do to many of your disabled residents	Please do not do this. Shops, health professional services, banks etc, concert and festival organisers, after a year of Covid restrictions are not going to be able to survive this.	Bath resident Bath resident	Yes
Neither agree nor disagree	No	As a wheelchair user I am dependent on being able to park centrally. Proposals remove all of the places I use at the moment	No	I use an adapted vehicle to access central Bath at these times. In essence you are stopping me from visiting the place where I live. Restricted access for disabled people are bad enough you are making it so much worse	No	As previously commented I am a disabled person that drives into central Bath and uses disabled parking which you are taking away. You are restricting my access to a city that I live in and feel more and more alienated from	why not allow Blue Badge Holders equal access to delivery vans. You have to have the infrastructure to allow these vehicles through, surely it is possible to extend this to Blue Badge Holders	Whoever has provided input from a disabled persons point of view needs to hold a meeting with disabled people to explain how they feel this impacts the lives of disabled people. The reason disabled space are provided is to minimise the distance mobility restricted people have to walk or propel themselves. This is being ignored. Simply saying spaces are available at Southgate, are you expecting me as a wheelchair user to push all the way uphill to go to shops on Milsom Street. Do you realise how much physical effort this takes? I would suggest you meet me and we will share a wheelchair trip around Bath so i can explain the problems I already face without further restricting my ability to park in town. You state this will cause 'inconvenience' to some people. Do you realise how much of an inconvenience this is. Such an understatement.	Bath resident	Yes
Agree	No	In addition, the south entrance to Southgate Street needs protection too.	Yes		Yes			Please protect the southern entrance to Southgate Street	Bath resident	No
Agree	No	The ever-expanding threat from B&NES council towards the residents of the City and surrounding villages/towns is far more concerning to me. We want access to our streets, it is that simple.	No	Unnecessary curfews to punish the residents paying for these absurd ideas. Do stop using silly excuses like terrorism, Covid or climate change to push through your various planning desires. Be honest with people.	No	see previous and even more preposterous for such periods of quiet.	by retaining and improving the accessibility for all. we need major investment in infrastructure around the periphery of Bath (e.g. linking the A367, A4, M4, major roads outside of the city centre altogether). That would help everyone, rather than just telling local people they're no longer welcome in their own city		Bath resident	Prefer not to say
Strongly disagree	No		No		No				Bath resident	Prefer not to say
Agree	No	Only close these streets during Christmas Market.	No	There is a balance between safety and people living in the centre, especially those in council properties. Disabled Blue badge holders should be allowed to park in their designated areas closest to their homes. With the pandemic rife - deliveries must be allowed to access home addresses.	No	Retail deliveries usually block roads anyway, so should be given a time slot in which to deliver, before rush hour.	Have camera that scan blue badges, like those used by the taxi companies for the bus gates.	Bath city centre is difficult to navigate and slow to most traffic, there are very few places a dangerous vehicle can harm pedestrians. The balance of needs is between the tourists and locals.	Visitor	Yes
Strongly agree	Yes		Yes		Yes			Please use this opportunity to provide more cycle parking (possibly attached to the security bollards) in the city centre. There's nowhere near enough, and none in some places eg Charles Street.	Bath resident	No
Agree	Yes		Yes		Yes			Please be very thoughtful about the choice of design for street furniture, pillars etc. They really do need to be in keeping with Bath. Think of regency lighting, Bath stone etc. Examples over recent years have been very ugly and detrimental.	Visitor Bath resident	No No
Strongly agree	Yes		Yes		Yes				Bath resident	No
Agree	No	Feel that some roads included in this study are there to enforce bath councils desire to have all vehicles out of the town centre	No	Need to have some roads open to allow traffic to pass through the city and not force it onto already busy roads	No	As per previous answer			Bath resident	No
Strongly disagree	No		No		No		I strongly disagree with these proposals. My mother has a blue badge. You are effectively cutting her off from accessing the city centre for essential appointments or to visit her bank etc. This is just a ruse by an anti-car Council to evict cars and the people of Bath from traversing their own City. Shame on you.		Local business Bath resident	No
Agree	No	General Comments 5. The RHA strongly objects to the proposals contained in this consultation. This will severely and adversely impact the ability of road freight to operate in the proposed restricted area to make deliveries and collections. 6. All businesses rely on the delivery and collection of goods to enable them to trade. Without merchandise these businesses will close. 7. It is essential that these businesses have the ability to receive and collect goods, during normal business hours. Deliveries and collections out of hours are more expensive. 8. Everything in a city is delivered by road. All final mile deliveries are by road freight, the power source is irrelevant, roads are the only way to access business premises. 9. As well as businesses, private dwellings will be adversely impacted. Large, heavy items such as construction materials and heavy furniture will not be delivered, without considerable unnecessary administrative burden and additional cost. 10. Much Road freight operates on a just in time basis, the arrangements for deliveries in the restricted area will be unable to take place under these proposals. 11. The current Treat Level is cited as the reason for closing streets. To our knowledge Bath has not been subject to a terrorist attack. St Albans, also a Roman City, was subject to an IRA attack in the city centre in 1991 and has not seen the need to impose similar restrictions. 12. Oxford Street, the UK and London's premier shopping street - and prime terrorist target - also considered similar restrictions on security grounds, these were abandoned when businesses realised the adverse impact this would have on their trade. 13. We have asked for, but have not seen, an Economic Impact Assessment for these measures. 14. We have spoken to	No	General Comments 5. The RHA strongly objects to the proposals contained in this consultation. 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Strongly disagree	No	I don't think.	Yes		Yes		Give emergency access pass.		Bath resident	Prefer not to say
Disagree	No	It's not a practical idea	Yes		Yes			No need to do permanent.	Local business Bath resident Local business	Prefer not to say

Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles	Do you agree with the streets proposed to be included in the protected area?	If No, please provide any comments or suggestions	Do you agree with the limits on the use of the streets between 10am and 6pm?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?	Do you agree with the limits on the use of the streets between 6pm and 10am?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?	Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders	Please provide any other comments or suggestions below	What is your interest in the City Centre Security scheme (please select all that apply)	Do you consider yourself to have a disability?
Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response
Strongly disagree	No	The current restrictions would not prevent terrorism, a vehicle can currently drive down Cheap Street with the barrier up, the Manchester bomber was one man and a rucksack, and traders and residents will suffer	No	It is not about security, it is about reducing car use, which could be achieved with ANPR cameras and no physical barriers	No	This will mean hundreds of applications to get permission, for example, to have a fridge delivered, will staff have to trawl through all of these while vehicles are waiting to see if they are authorised? Any prospective terrorist only has to order a fridge?	An ANPR system, with blue badge holders and exempt vehicle registration numbers registered would work more efficiently	This is a highly flawed system, which will just add to the difficulty of trading and living in the city, without increasing security.	Bath resident Service provider	Prefer not to say
Agree	Yes		Yes		No			The brochure should have included visuals, especially in respect of concrete blocks which look truly terrible in this historic centre. A key point must be protection of the Abbey/Bath/Pump Room square and the current single bollard on the NE entrance may be insufficient. Also suitable provision must be maintained for access for funeral cars with coffins to reach the abbey main door during the day. Brilliant proposals, and long past their due	Bath resident	No
Strongly agree	Yes		Yes		Yes				Bath resident	No
Agree	No	Generally speaking yes, however, in my experience Westgate St/ Upper Borough Walls are not busy in the evenings and I strongly disagree with these being closed to traffic after 6pm. I take my disabled brother to the theatre and it will be even more difficult to do this if I can't drive past the front door to drop off, and park on Upper Borough Walls.	Yes		No	As above- Westgate St and Upper Borough Walls are not busy during this period and stopping through traffic and parking will be seriously detrimental to those will reduced mobility trying to access the Theatre royal or Little Theatre.			Bath resident Bath resident Local business	Prefer not to say
Strongly agree	Yes		Yes		Yes			Content with the proposals. Have some sole and consider people	Bath resident Bath resident	No
Strongly disagree	No	You are killing the access to central Bath especially for people with limited mobility. The latest bomb threats have been via people not in cars	No	If people want to cause trouble they will find a way shutting roads will make no difference if they are determined they will just move their plans elsewhere. You seem determined to make living in Bath hell for residents I hate what Bath is becoming and seriously consider moving. I can't remember the last time I was in town as so difficult to get anywhere with no parking for blue badge holders. I assume all of you on the Council don't have any mobility issues so couldn't care less. You are just interested in money and I bet you get funding from Government if you do these restrictions it's all about money with Bath not consideration for people	No	More security staff on streets	Think about people not money. There will be no opportunities to go to the theatre, cinema, restaurants without parking close by we are just trapped but nobody cares about people just money		Blue badge holders	Yes
Agree	No	YOU MUST LEAVE PRIVATE VEHICLE ACCESS AROUND TO THE THEATRE AND BACK ALONG UPPER BOROUGH WALLS, WHATEVER OTHER CHANGES ARE APPROVED.	No	YES, IF AUTHORISED VEHICLES INCLUDES PRIVATE VEHICLES AND TAXIS	No	AGAIN, YES IF PRIVATE VEHICLES ALLOWED	NO MOBILITY SCOOTERS SHOULD BE ALLOWED. REVIEW COULD TAKE PLACE AFTER NATIONAL ASSESSMENTS COMPLETED		Bath resident Bath stakeholder / Community organisation	No
Strongly disagree	No	This will end the City having any businesses that can survive or thrive!	No	I do not agree with current limits. A city centre needs to be accessible to all. I no longer go into Bath or shop in Bath as the chaos surrounding Milsom Street for example means sitting in a jam for a long time. It is no longer possible to nip into town to undertake a task - pop into the bank, pick up something from town etc.	No	The businesses that are open in the evening - bars, restaurants, theatre and cinemas will struggle if people are not able to get near to them to park or be dropped off etc. Having had a recent 12 week period of limited mobility due to an injury to my leg it has been impossible to access the City for anything!	return all streets to how they were before Covid was used as an excuse to ruin to flow through the city	Please stop limiting the use of our streets for residents.	XXX Bath resident	No
Strongly disagree	No	Not required	No	restrictions are not required	No		leave them as they are, Bath does not require these measures.	These measures are designed as yet another car blocking plan using terrorism as an excuse. It will not reassure people that Bath is safe to visit but exactly the opposite the show there is a problem and it will scare people and put them off visiting. It is highly discriminatory to any blue badge holder, unnecessarily removes more parking areas in the town and underlines the Councils message that Bath is not open to visitors or residents who own a car.	Bath resident	No
Disagree	No	Detrimental to business	No	Detrimental to business	Yes			We should not desecrate our beautiful city by over reacting to perceived threat. Certainly protect the Abbey in any way viable. Pedestrianisation kills business.	Bath resident	No
Neither agree nor disagree	No	Terrorism is at a low level in this country. I am in favour of pedestrianising some streets, but the stated security reason does not make sense.	No	There is no need for increased security. You might make a better argument that restricting vehicle access would improve pedestrian and cyclist amenity, which I would be sympathetic to.	No	as before		Terrorism activity was much higher before the year 2000, so the stated reason for pedestrianising now makes no sense. Is there no case that restricting vehicle access would improve utility for pedestrians?	Bath resident	No
Agree	Yes		Yes		Yes				Bath resident	No
Neither agree nor disagree	No	I would prefer a softer approach with less bollards particularly permanent ones	Yes		No	I would prefer a softer approach with more free evening access		I think the inconvenience to local people will outweigh the benefits. I would like more info ie see a model of Bath showing the proposed restrictions to be able to understand better the consequences	Bath resident	No
Agree	Yes		Yes		Yes		More than 30 places removed, so please allow blue badge parking in Orange Grove, around Guildhall, all of Henry Street and South Parade.	Please choose bollards that are in keeping with the heritage of our city. Could the people vote on 3 or 4 choices?	Bath resident	Yes
Agree	Yes		Yes		Yes			The council should look at Cannes in the south of France. Their 'bollards' are low level attractive round balls that just look like street decoration/enhancement, i.e. not like great ugly lumps of concrete or black posts. Any vehicle trying to access the pavement in Cannes would be broken up by the balls. Why do bollards and concrete lumps need to be tall and unsightly? Applying a bit of French chic would be a very good idea for a tourist town.	Blue badge holder Visitor	No
Neither agree nor disagree	No	Spend the money on providing more shelter for the homeless or the poor	No	Restrict traffic to the city centre this would reduce the risk of attack and pollution you could then re access the stupid clear air zones as in my previous statement	Yes		You shouldn't reduce the blue badge parking	Spend the money on more worthwhile schemes for residents, keep the golf courses open and leisure facilities for the people of Bath not just tourists who don't live here	Bath resident	No
Strongly disagree	No	do you really think this will deter any terrorist threat if a vehicle threat was to take place they would just do it at another location this sounds just like another plan to reduce vehicles in the centre and the resident;s and business owners dererve better than this you dont really live in the real world if you think that doing this would by any way stop an attack guns bombs and knife attacks are the way they do it you could use what they have used in vegas bollard set into the pavement which is what they did after a attack there not by terrorists a waste of time and money	No		No	there is no need to do this at all at any time	yes do not do this at all	well you have out done your selves again with this you should spend a little more time sorting out the issues that have made this city even worse to live in lack of housing more buildings that are harking back to the brutalist architecture of the sixtys services cut making it harder for people to come to shop i do not know what world you all live in but as usual out of touch what is needed in bath	Bath resident Service provider	Prefer not to say
Agree	Yes		Yes		No		Parking needs to be available outside of the shops, not a distance away.		Bath resident	Yes
Strongly disagree	No		Yes		Yes		There is already adequate disabled parking in Southgate Waitrose and other areas of the city, a high proportion of "blue badge" parking is primarily to avoid parking charges in car parks that have disabled access, this is very clear in Waitrose where people park outside and walk further up more steps than if they used the car park	Introduce "red routes" on key streets such as George at and lower end of Walcott street near Waitrose	Bath resident	Prefer not to say
Disagree	No	I think the area covered is too extensive.	No	Whilst it might look good on paper I think this will have a seriously negative effect on people who live in the area and also on businesses. We should be encouraging more residential accommodation in the city centre and whilst I would agree that such accommodation should not come with parking rights it is necessary sometimes to allow parking for shopping, deliveries, visitors with disabilities etc.	No	I agree about business deliveries but home delivery seems too draconian. Will businesses increase delivery charges for night time deliveries? I wouldn't want a washing machine being delivered after dark.	There should be adjustments made to allow not only blue badge holders to have acceptable levels of access but also those who do not qualify for a blue badge but need access to the city centre. If someone lives in the restricted area and needs to go to the hospital but cannot use public transport it seems reasonable to allow them to use a taxi to get there and back.	This seems like a sledgehammer to crack a walnut! I would have preferred to see the three schemes being developed as one scheme to see how they impact each other. Also - I am doubtful that the street furniture will not be detrimental to the World heritage status and concerned about a further increase in street signage which is already excessive in many places.	Bath resident	No
Strongly agree	Yes		No	When I moved to Bath from London in 2017 I couldn't believe how much vehicle access there was to the City Centre. There have to be more restrictions for longer hours. The security proposals are only a start!	Yes		Your consultation should cover it. You can't please all people all the time!	Please keep the security (anti terror) and 'car free' schemes as separate as you can. There's a temptation to roll them into one (& you're doing this). The CTSAs must be a far greater influence on the terrorism measures than the general public.	Bath resident	No
Strongly disagree	No	Should be much narrower	No	You are failing to understand the risk involved in this	No				Bath resident	No
Strongly disagree	No	It might be this is the right conclusion but rushing ahead in the current crisis without greater thought and stakeholder engagement is simply wrong	No	As per previous comment I am not aware of sufficient research and stakeholder engagement. How many disabled residents? How many businesses negatively impacted as can't offer click and collect for example. Needs a more professional approach.	No	Once again it might be the right answer but insufficient evidence.Need to research, report and engage	Undertake a comprehensive review with full engagement including a public meeting when Covid restrictions sufficiently lifted. This should not be rushed.	Nothing more	Bath resident Bath resident	No
Strongly disagree	No	This is a sham exercise	No	This is a sham exercise	No	This is a sham exercise	This is a sham exercise	Please be honest with the electorate.	Bath resident	Prefer not to say
Strongly disagree	No		No		No				Bath resident	Prefer not to say

Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles	Do you agree with the streets proposed to be included in the protected area?	If No, please provide any comments or suggestions	Do you agree with the limits on the use of the streets between 10am and 6pm?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?	Do you agree with the limits on the use of the streets between 6pm and 10am?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?	Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders	Please provide any other comments or suggestions below	What is your interest in the City Centre Security scheme (please select all that apply)	Do you consider yourself to have a disability?
Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response
Agree	No	To me you have not established the nature of the threats. Vehicles are one source but do not require vehicles at all eg suicide bombing, ruck sack bombs, serial knife attacks. The station (bus and train) area is outside the zone by vulnerable to car bombs.		I neither agree or disagree with this because I don't understand the nature of the threats	No	Same as above	This does need expert input. A car adapted for disabilities only gets the occupant so far. After that their mode of travel has to change in some way. I no nothing about what these options generally are.	You are asking people to weigh up an unanalysed and unassessed risk against personal inconvenience. This is impossible for me, and many others, I suggest, to do, so regrettably I think this request for me to complete this survey is unproductive.	Bath resident	No
Strongly agree	Yes		Yes		Yes				Being a 'Bath resident' could mean that I use the city centre once a week or once per day, you have not asked me to say. Why are large people hubs outside the city centre excluded (supermarkets, Bartlett Qtr)	No
Disagree	No	You are preventing reasonable access to our city centre for blue badge holders and those shoppers who may have heavy purchases to take home.	No	Again, this is more of an attempt to make the city centre traffic free than the security reasons given. What you have done to Milano street is particularly bad!	No	If the intention is to increase city centre homes, to cut off vehicular access is a real turn off	You seemed to have lost the plot. The rationale for granting a blue badge is that the owner cannot walk far. To offer blue badge parking bays in car parks is an insult. Some users need to park next to the shop/ business they need to access, they can't go further. You are being discriminatory	I think this whole scheme is a ploy using security as an excuse to pedestrianise the city centre. You will further dissuade visitors, city dwellers and disabled people.	Local business Bath resident	Yes
Strongly disagree	No		No		No		You are discriminating against Blue Badge Holders	Whole thing is nonsense, a waste of money and unnecessary	Bath resident	Yes
Strongly disagree	Yes		Yes		Yes		It is to be hoped that with the extra space available, pedestrians will have physical segregation from cyclists and e-scooters		Bath resident	Yes
Neither agree nor disagree	No	Logistics UK members have expressed concerns that the road closures will hamper their ability to service residents and businesses based in the city centre and could result in their provision of services being withdrawn, which would damage economically the city centre.	No	Logistics UK members are concerned about access to recover vehicles in the zone after restrictions are imposed at 10am if they suffer a mechanical breakdown whilst within the zone. They question how their recovery vehicles will be able to access the zone to remove the breakdown? Express delivery members disagree with the 24/7 limits on street use as no suitable parking provision for their commercial vehicles has been readily identified to use in place of kerbside delivery. This poses significant load security concerns as vehicles will be left alone for longer as the driver must walk the goods to the delivery location. This new plan does not take into account health and safety concerns for the drivers in terms of manual handling of goods to be delivered that might now need to be transported over much greater distance on foot due to the access restrictions for the vehicle. Will vehicles that are now restricted have access to free parking? If not, this will make Bath a much less attractive location to deliver to and could result in service provision being removed, which would damage the city centre economically.	No	Many of Logistics UK members that operate in the home delivery sector utilise their vehicles as efficiently as possible and this means one vehicle may contain a varied load, with 'white goods' as well as parcels. The proposals to permit large deliveries but prohibit small parcel deliveries will be almost impossible to enforce as the interior of each vehicle would need to be checked. If enforced, it would mean an increase in the number of vehicles that are required for use in Bath city centre to separate large and small items for delivery. This proposal runs counter to the aims of this consultation as it will mean more vehicles entering Bath. Logistics UK members have, again, said that this would render Bath less viable as a delivery location and could see the provision of service reduced or removed that would damage the city centre economically.	N/A	Logistics UK consulted our members that provide transport operations in Bath and we do not agree with the restrictions as proposed in Bath. Their clear message is that these restrictions would make the centre Bath much harder to service, and could see some companies decide to no longer provide transport services in the city.	Logistics UK is the trade body representing freight and logistics operators in the UK	Prefer not to say
Strongly agree	Yes		Yes		Yes		Allow blue badge holders access by number plate recognition (owners can only use a registered vehicle)		Bath resident	No
Strongly disagree	No	What about the terrorist with a backpack ,as demonstrated in Manchester? or a bike or even a motor bike loaded with explosives. Why have taxis not been allowed, as this is the way that some people shop,( especially if disabled) that is if there are any shops still in business!	No		No		Not enough motorists places for disabled especially now that disabled permits are available to more people.		Bath resident	Yes
Disagree	No	It is essentially the whole core of our city shut off. It is also complicated by the notorious bus gates which prevents access that would be less intrusive were the bus gates removed. Residents will not want to reside here with the problems concerning deliveries. Many people are now relying on online orders and firms will not want the added expense and restrictions of delivering within these areas. Disabled people will be severely limited to accessing the town. Prior to Covid 19 there was already pressure on blue badge parking spaces - even before the wider qualifications allowed. Presently the situation is not reflective of the true scale as like us many disabled people will be shielding unable to access the city hence the closure of many businesses. Also if someone is determined to detonate a bomb they can do so on foot or on a bike. Restrictions could be enforced by CCTV interaction. The loss of Milsom Street and parking near to the Theatre is also far from providing equal opportunities for mental well being. Prohibiting taxis exacerbates access problems. The remaining blue badge parking will not be sufficient. I love the Christmas Market but it will remain a risk when so many are present and temporary barriers have been used successfully anyway in recent years.	No	A shorter timing might help but it would defeat your idea of shutting the centre off.	No	There are functions, societies, entertainment and further education classes that operate in the evenings. Access should be allowed.	There is simply not enough provision. Disabled bays are needed to be larger as hoists are used for mobility scooters etc making even less space for access. Perhaps booking in advance is an idea but relies on technological ability and availability and who can judge how long things will take when you are disabled? Visitors have to be considered also.	Lesser restrictions with barriers that can be used if and when the situation demands more protection would be far better for all concerned. Bring back the police station for a proper presence and deterrent in the city. CCTV observations monitored in conjunction with security.	Bath resident	Yes
Agree	Yes		Yes		Yes				Visitor	No
Neither agree nor disagree	No								Bath resident	
Agree	Strongly agree	No	I do not consider that the full length of York St is 'regularly sufficiently crowded' to warrant its closure at the Eastern end by Terrace Walk. The new barriers should be installed just to the East of Kingston Parade/Church St. This would then provide access to about 8 residents/disabled parking spaces on the Eastern part of York St.	Yes	Yes	Recently the use of Lower Borough Walls and Stall St by vehicles collecting food from KFC on Lower Borough Walls and leaving by Stall St and Bath St in the evening has made Stall St a dangerous place to walk. As the streets are emptier in the evening the drivers think it is fine to drive at excessive speeds. The proposed restrictions will remove this hazard.	You must also consider the replacement of Residents Parking spaces that will be lost by the restrictions and no doubt additional Blue Badge spaces that will be provided in areas were residents can currently park. The provision of parking permits for guest of hotels and guest houses in the center needs to be reviewed.	The current closure of the full length of Avon St is excessive. If Kingsmead Sq is to have barriers then they should be half way down Avon St to again allow for residents/Blue Badge parking. Other areas that once had parking spaces (Western end of Bridge St) should have the parking spaces reinstated.	Bath resident	No
Disagree	No	My concern is that blue badge holders will be disadvantaged and marginalised. I will not be able to shop independently in the city centre. Able people can park further out and walk. I cannot unless I have a carer with me to help with my mobility scooter. I want to be independent and park close to shops that I can walk to by myself so I feel more normal and less disabled. Please consider blue badge holders seriously in all your plans for traffic restrictions and make sure enough disabled bays are allocated to any new scheme. I'm also particularly worried about Milsom Street. If I can't get access it will make my life more challenging and reliant on other people.	No	My reasons to the previous question apply. Perhaps blue badge holders could have morning only access for example or ideally complete access like taxis etc	Yes		I don't want to park in a carpark all the time to access shops. I will need a carer and scooter to do this. The purpose of blue badges is to enable disabled people who cannot walk very far to access shops etc independently.		Bath resident	Yes
Agree	Yes		Yes		No	The risk of a vehicle born terrorism attack between these hours does not justify making access difficult for businesses that would result from after hours restrictions. Please refine rules to allow easy access for vehicles for business purposes, not just for large items.	I am in favour of the concept of trams servicing Bath City centre as happens in nearly all Dutch Cities. People would use trams in preference to buses, just link the trams to adequate out of town parking.	Streets such as Cheap Street should be fully paved to encourage pedestrian use.	Bath resident	No
Strongly agree	Yes		Yes		Yes		Blue badges this facility is being abused in Bath cars parked all day in Milsom street?	This is a wonderful idea greater security for pedestrians also ban bikes	Bath resident	No
Strongly disagree	No	Covid has put a huge strain on the city already not just its shops and restaurants but its culture and character has disappeared with the low foot fall with these restrictions being imposed it will stay as a ghost town and lose its character for good	No	See comment before	No	It will discourage even more people to coming to Bath to use its many pubs and restaurants in the evening	Not everyone who requires on street parking is Disabled and has a blue badge In bad or cold weather people won't be interested in parking at the bottom of town in the car park and walking all the way to the top	I think this proposal is pathetic and terrorism is a lame excuse for the councils poor and disruptive plan maybe the money will be better spent on more public toilets	Visitor	No

Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles	Do you agree with the streets proposed to be included in the protected area?	If No, please provide any comments or suggestions	Do you agree with the limits on the use of the streets between 10am and 6pm?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?	Do you agree with the limits on the use of the streets between 6pm and 10am?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?	Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders	Please provide any other comments or suggestions below	What is your interest in the City Centre Security scheme (please select all that apply)	Do you consider yourself to have a disability?
Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response
Neither agree nor disagree	No	Theres no need for permanent bollards along Cheap Street / Westgate street.	Yes	I run a business in the area and am all for closing the roads between 10am and 6pm as during 2020 summer months people could social distance without the worry of vehicles. This created a pleasant atmosphere with no crowding on pavements etc and it meant that restaurants could provide outdoor seating. I was under the impression that the road closures at these times were for social distancing reasons (which I supported) but it seems there was an ulterior motive.	No	Hugely disagree! As I run a small independent business I often check on my premises and rely on being able to park on cheap street / Westgate street in an evening to drop off and pick up heavy stock. This is always on random days so can't be always be planned and it seems very unfair to penalise local business owners and residents who strongly rely on being able to access their properties. I also believe that parking along these roads out of peak hours is a lifeline for the disabled and those less able to walk long distances to access essential items.		Why not pave over the roads to fit in with the area but allow access only during 10am - 6pm and open road to use and park as normal out of these hours.	Local business	No
Agree	No	The streets proposed to be included are not the most busy streets. For example, Pulteney Bridge, an attraction visited by numerous visitors and the access to the city centre for thousands on foot or bike, is far, far more more crowded than several (possibly most) of the streets included in the proposal. Grand Parade also much busier than several of the streets included. There is far more need to reduce traffic access and provide wider safer pavements on Pulteney Bridge than there is to North Parade Road which is shown in the brochure as continuing with widened pavements first introduced as temp measure for pandemic. The number of people at risk on North Parade Road (residents/pedestrians/cyclists) compared to Pulteney Bridge/Great Pulteney Street is tiny. It has previously been suggested nothing can be done on Pulteney Bridge because of fire access - however, if this can be overcome for the city centre areas proposed to be included it is very clear that the previous reasons given against making Pulteney Bridge safer for pedestrians/cyclists (better protecting them from vehicles both hostile and non-hostile) are no longer valid.	No	I am concerned that the proposed arrangements are excessive with regard to provision for those with limited mobility and that this could set an unfortunate precedent. In my opinion there should be a strong presumption in favour of arrangements that are acceptable to those who live in the enclosed area, since the plans are otherwise likely to contribute to the hollowing out of the city centre.	No	It is hard to see how the proposed arrangements are compatible with retaining a thriving community in the city centre. There is both excessive limitation on residents and insufficient limitation on businesses. Should businesses really be required to deliver at night but also have no limitation on delivery times overnight with the accompanying noise disrupting the sleep of residents late at night and early morning? Much higher priority needs to be given to the residents' needs.	It is unfortunate you "are commissioning" a study, rather than deferring carrying out this consultation in the context of a full report of the outcome of the study.	It is essential that the proposals do not result in displacement of traffic to neighbouring residential areas especially the Pulteney Estate area on the other side of Pulteney Bridge. Many parts of the Pulteney Estate typically have far more pedestrian and cyclist traffic than a lot of the roads including in the plans and roads such as Pulteney Bridge, Great Pulteney Street and Laura Place are high profile visitor locations for locations. Therefore under the logic in the consultation these locations are already at equal or greater risk from hostile vehicles than the included streets. They are also more residential. All of these points mean that it would be totally against the aims of the proposals to displace any traffic into this area, and as indicated above the logic and aims of the proposal require that measures are now taken without delay to make Pulteney Bridge safer for pedestrians and cyclists.	Bath resident Bath stakeholder / Community organisation	No
Disagree	No	Disabled drivers will be unable to access large parts of the city centre and their use of restaurants and shops will be unfairly limited	No	We want to encourage people to live in the centre to bring life back to the area other than during shopping hours. If they cannot have home deliveries between the hours of 10am and 6pm this could deter people from living here. Will contractors have access during the day to effect repairs such as boiler breakdowns? It's difficult enough to get British Gas to attend a property	No	I can't see the necessity of closing the streets all night. Terrorists are not going to attack when there are no crowds of people.	I am a city centre resident with a small car, and I pay the Council yearly for a permit. With Covid restrictions in place all next year, please consider us residents who have so few spaces to park in when we return to the Centre. Perhaps we could be given an limited parking places in car parks until the end of the Covid crisis. And for blue badge holders, it is a disaster for them to have convenient on street spaces taken away.	I attended the zoom meeting about the security proposals and thought the ideas for the arrangement of delivery of goods quite unworkable, eg booking 2 weeks ahead with details of vehicle and driver. Also how do disabled people get to the Post Office in Stall St.? As disabled, they probably can't walk far, eg from the designated car parks.	Bath resident	No
Agree	No	Lower B. Walls, York St., Swallow St. and Upper B. Walls are not over used by pedestrians. Stall St. and Westgate St. are.	No	I agree that pedestrians and emergency vehicles should have access, but not cyclists, unless they are WALKING with their bikes on "pedestrian only" places.	No				Bath resident	No
Strongly agree	No	There seems to be a gap in the protection at the intersection of Milsom Street with Old Bond Street/Burton Street. This is vital pedestrian link between Milsom Street and the rest of the City. Bridge Street and Pulteney Bridge also appear to have been overlooked.	Yes		Yes		Please remember to make bollards and street furniture visible to those with partial sight, ensuring good lighting and using reflectives as appropriate.	I'm sure this will be a good step towards a safer City and will improve the environment greatly for pedestrians, aiding the City's recovery.	Bath resident	Yes
							Will the independent pan-disability study also include accessibility considerations for people with severe/ profound learning disability and autism? How many disabled parking spaces are currently within the city center (including on-road spaces) and how many spaces will remain after proposed permanent restrictions? Whilst some on road parking outside of these restricted areas may still be permissible for blue badge parking, what are the distances to be travelled to access the restricted parts of the city center and will movement networks be accessible for all? How will inclusive design access for all considerations be included within transport/movement design and who will be responsible for ensuring that these are built out? How will inclusive design be funded? Could a B&NES website link be provided on town center accessibility information which includes information as relates to disabled parking bay locations and costs, permissible blue badge street parking together with information on drop-off points which are safe and accessible and provide inclusive movement networks into the town center, disabled toilets, identification of changing places, Safe Places scheme etc. Many thanks.		Bath resident	Yes
Agree	No	Bath St's 7 "spaces" are vital for disabled access to the centre of Bath, especially for ourselves in XXX.	No	Disabled access MUST BE RESTORED! If I could walk from Southgate car park to my disabled access flat in XXX I would not need a blue badge! Yes, XXX is unaffected, HOWEVER it will become the ONLY dropping off / temporary parking area for the whole area inc blue badge / taxis/ Tesco's/ plumbers etc etc etc and I will never be able to gain reasonable disabled access to my apartment! Already, XXX is clogged up with all manner of vans, inc BANES and shop vans, most displaying "alleged" Blue Badges!	No	Restrict access if needs be, BUT allow "true" residents and at the VERY least immediate residential Blue Badge holders access.	See previous comments. HOWEVER, perhaps an additional "badge / permit" could be used for immediate residential physically disabled...so LEGITIMATE need / usage/ impairment is acknowledged, and third party / delivery van use of "blue badges" (some are parked all day!) are disallowed, including genuine blue badge NON residents if necessary... Be stricter in enforcing use of badges. Be stricter in enforcing the double yellow lines.	Will you also restrict the use of "back packs" as I believe that is how the "Manchester bomber" killed 20+ people? Please be more active preventing "fraudulent" use of blue badges...all day/every day we see "apparent" misuse / abuse of them...and not everyone has "hidden disabilities"!	Bath resident Physically Disabled resident living in XXX	Yes
Strongly disagree	Yes		No	No disabled parking within a reasonable distance of most location which were previously.	Yes		Have system where a disabled badge holders are allowed access.		Bath resident	Yes
Agree	Yes		No	Access should be provided for the disabled on request. Any one of us can suddenly become disabled.	No	Access should be provided on request for the disabled.	I believe that access should be provided on request for blue badge holders. Anyone can suddenly become disabled. Bath has an aging population and failing to provide for those with limited mobility will result in the city centre losing considerable trade at a time when they are already suffering the impact of Covid. Many people will be shopping in other local places with better provision or shopping online.		Bath resident	No
Neither agree nor disagree	No	All disabled and blue badge holders should have easy access and parking provisions close to their homes and anywhere at any time of day. A protected area must stay open for people who live in that area.	No	It is not acceptable to exclude resident parking and parking for blue badge holders. All residents in the protected area will be majorly inconvenienced, especially blue badge holders who may be particularly negatively affected by the proposed changes.	No	see previous comments. Those who live in these streets or need closest access to theatre/cinema or restaurants/shops should not be expected to lose this access. this would be especially detrimental for disabled/elderly population.	would like to see dedicated on street parking and 24/7 access to residents and blue badge holders.If this cannot be honoured there must at least be a shuttle service for blue badge holders that can take them to their chosen destination.		Bath resident	No
Strongly agree	Yes		Yes		Yes		Provide Shopmobility in Charlotte Street carpark and do not have any disabled parking within the city centre. Electric mobility scooters are marvellous and can go a long way.		Bath resident Bath resident	No Prefer not to say

Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles	Do you agree with the streets proposed to be included in the protected area?	If No, please provide any comments or suggestions	Do you agree with the limits on the use of the streets between 10am and 6pm?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?	Do you agree with the limits on the use of the streets between 6pm and 10am?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?	Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders	Please provide any other comments or suggestions below	What is your interest in the City Centre Security scheme (please select all that apply)	Do you consider yourself to have a disability?
Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response
Strongly disagree	No	As a disabled user I rely on access to the city centre to enjoy the roman baths, go to the spa, shop at my favorite small local shops, which I cannot do without being able to park within the centre. Many of the roads are already restricted access and are very tricky to navigate unless you know your way around, which is an advantage to disabled residents. I can meet with my friends and feel less disabled, as I am enebled to use my car nearby to escape when I need to.	No	Please give disabled users access to the same roads that are already open to traffic now. If restrictions are placed, give blue badge users an exemption-central london has a congestion zone that blue badge users can ring in advance to give the plate number of car they are using and if your car is registered disabled, the exemption automatically applies.	No	Bath changes the parking rules so frequently, it is hard to keep up. There are also sufficient wardens about to ask questions, I am certain they would report any suspicious activity.	Difficult to replace blue badge spaces in the centre above the roman baths. The double yellow lines are brilliant for loading/unloading for businesses as well as blue badgers. The blue badges in front of the mineral hospital have also been invaluable. I have always been able to find a space when I need to where I need one. The current proposals cut off a huge part of the city centre I would struggle to access without my van. I have a limited distance I can walk and get exhausted easily. It is so important to be able to plan my visit based on my escape route. I do not feel the terror of terrorism in the city centre and I lived and worked in NYC, London, and Bath-a terrorist will bring destruction if they so choose. Cutting off the city centre will only choke businesses even further than they already are. A street sweepers trolley or pop up food tent w/propane tanks could be just as dangerous as a parked van if either had explosives. Do not waste money changing the roads layout. London is not pedestrianized to prevent terrorism, why should bath be?	Educate businesses in counter terrorism measures-have them be your eyes and ears. Disabled users are much more aware of the road and parking rules and least likely to cause a problem if continued to be allowed to use the small network of roads intertangled throuout the centre of bath-many which are not short cuts, through roads etc. They are there for access.	Bath resident Visitor I have a X shop and am a lecturer during XXX	Yes
Agree Agree	No	The area proposed for protection is quite limited. Why not include, for example, Manvers Street and Dorchester Street, both very full of vehicles and pedestrians?	No	Since access will be controlled by ANPR and permitted for some classes of vehicles, and one of the stated aims is to support the Bath city centre community, access should be permitted for residents of the city centre restricted area using their cars	No	Comment as A5	Greater, perhaps exclusive, use of Broad Street car park for blue badge holders	There has already been a significant reduction in parking space in the centre due to the Covid restrictions which has impacted on city centre residents' ability to find parking space. If this proposal proceeds, residents of the restricted area will be forced to park elsewhere in the Central Controlled Parking Zone. This already has extremely high parking occupancy rates and parking is always difficult for residents. Meter parking in the Central CPZ should be eliminated to give priority to residents. This would also reduce traffic coming into and driving around the central area looking for parking, and so reduce overall traffic volumes and emissions.	Bath resident	No
Agree	Yes		Yes		Yes		The hostile vehicle blocking devices need to blend into Bath historic environment and under no circumstance should they in any way resemble the concrete monstrosities used in Larkhall		Bath resident	No
Disagree	No	The streets proposed, and indeed all other streets, are there to provide access to where people want to go. If you close them there is no point in having them.	No	Precious areas of the city centre should be denied access by vehicles unless specifically authorised, e.g. food deliveries to the Pump Rooms, taxis or worshippers at the Abbey, etc. and denied to all others who would then walk or take a taxi.	No	I was in the Army at the height of "the troubles" and learnt how bombers would place their bombs at any time of the day or night - viz the Europa Hotel.	It is madness to locate the Post Office at the back of an upper floor of an often crowded WH Smith in a pedestrian only area of town. That fact must be self evident to whoever thought of putting it there in the first place!	What similar measures are being taken in Salisbury or Southampton or Winchester?	Bath resident	Yes
Strongly agree Strongly disagree Strongly disagree	Yes No Yes	Need vehicle access daily My general feeling is that the more streets in the centre closed to traffic the better, but because of pollution and our living environment rather than a threat of terrorism.	Yes No No	Its suffocating and controlling I would it to be 24 hours, with exceptions for deliveries and access for people with disabilities.	Yes Yes Yes	Generally, but please see comment 5.	If other vehicles are removed from the centre it should be easier for them	At least to start with, I suspect some form of enforcement may be needed.	Bath resident Bath resident	No No
Strongly disagree	No	Keep the streets open	No		No		There are no alternatives but to allow access especially for julie badge users. Many blue badge users cannot use mobility scooters! My XXX with rheumatoid arthritis would want or be able to use one! It is wrong to use that as an acceptable solution for those who have mobility issues		Bath resident	Prefer not to say
Agree	Yes		Yes		Yes			Where bikes are permitted on roads closed to other vehicles, there needs to be signage warning pedestrians to be alert to them. n/a	Bath resident	No
Neither agree nor disagree Strongly agree Neither agree nor disagree	Yes Yes No	I think the new measures will unduly restrict disabled parking even further than they are at present.	Yes Yes Yes		Yes Yes No	Disabled drivers should have access.	If the measures go through the disabled spaces should be increased on the edge of the zone. It is impossible for the majority of the disabled to access the zone from car parks further away.	The disabled bays outside Waitrose should be extended to take in the double yellow lines and make the whole area for disabled parking only. At present drivers are parking illegally in this area and denying blue badge holders of spaces. The Council in consultation with Waitrose should increase disabled spaces in the Waitrose car park. All suggestions should lead to a better quality of life for residents, businesses and tourists. This will help make the city safer both day and night.	Bath resident Bath resident Bath resident	No No Yes
Strongly agree Strongly agree	Yes Yes		Yes Yes		Yes Yes				Bath resident Bath resident	No No
Strongly agree Agree Strongly agree Strongly disagree	Yes Yes Yes No	I have heard some stupid proposals from banes in my time, but honestly this takes the cake. I've worked in high risk environments with mandatory CPS/security none of them were this Draconian. This is a stupid plan that will do nothing but inconvenience locals and deter visitors.	Yes Yes Yes No	Either this is to prevent terrorism or reduce cars/increase foot traffic if it's the first then no vehicle traffic ever, if it's the latter don't dress it up as security theatre.	Yes Yes Yes No	See previous comments	If security then no vehicles ever allowed in the space, as any could be a bomb, or as a weapon.	Pedestrianise the centre of bath, but don't use counterterrorism as an excuse. Take the understanding that this will kill business in the centre of town.	Bath resident Bath resident	Yes No
Disagree	No	You have sufficiently taken into account the need for disabled access and the support of shopkeepers for deliveries during the working day.	No	What about disabled drivers?	No	We are not a prison	This should be the start point. Until this is done I will not support any measures that restrict access	The council are trying to bulldoze a series of measures against drivers and in this case using the threat of a terrorist attack as the justification. The Police do agree that the threat of an attack in Bath has been raised and this should not be used as an excuse.	Service provider Bath resident	No
Strongly disagree	No		No		No				Bath resident	Yes
Agree	Yes		No	I believe taxis and blue badge vehicles should still be given access	No	I think the increase in online shopping means that courier vehicles will ideally still need access but I recognise that may defeat the overall objective	I think all the council can do is reduce risk, it will never be totally eliminated. I believe the need of disabled drivers to have maintained flexibility on where they park is sufficiently important to allow it to be permitted without significantly increasing the terrorism risk	I think balancing security and accessibility is complex and difficult. I believe the needs of the disabled and infirm need to be weighted more in the decision making process. Many of the other measures being proposed will be sufficient to make Bath a more difficult target compared to elsewhere in the country	Local business Visitor Bath resident	No
Disagree Strongly agree Agree	No Yes Yes		No Yes Yes		No Yes Yes		All good. ensure dropped kerbs are present and/or are not blocked to facilitate use of wheelchairs and mobility scooters	Excellent strategy.	Bath resident Bath resident Bath resident	No No Yes
Strongly agree Strongly disagree	No	Keep centre open to help businesses	No	No need for restrictions	No		Bath belongs to the residents not the Lib Dem council	Next survey should be about Vote of No Confidence in our council and MP XX	Bath resident	Yes
Disagree Strongly agree Strongly disagree	Yes No	This scheme is an underhand way of banning cars from the city centre to the detriment of the local economy and residents/visitors - particularly disabled residents and visitors	Yes No	No not use 'security' as a smokescreen to implement manifesto pledges without proper scrutiny	Yes No		Do not ban blue badge holders and residents from accessing their properties with their vehicles and do not make them request access 20 days in advance that is simply ludicrous!	Stop using COVID and Security as smokescreens for the implementation of ideological manifesto pledges that will damage our city	Local business Service provider Bath resident Bath resident	No No
Strongly disagree	No	These proposals will kill the retail centre of the City.As a resident of Bath I have become more frustrated by the Councils highway policies and now prefer to visit Keynsham and Cribbs Causeway for shopping.The City is no longer welcoming.	No		No				Bath stakeholder / Community organisation Visitor Bath resident	Prefer not to say

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Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response
Disagree	No	This draconian action will kill of Bath as a destination for shopping , leisure , eating out and tourism . Where is the justification for this ? Where has this ongoing terrorist threat come from ?	No	This is a city that needs to function . You can't just shut it down like this . This action will directly affect business and tourism . My What's the justification for this - it feels more like a green agenda than a security one - if so say so ? You will have nothing left of Bath if you implement these measures	No	As before		If you want to pursue such a drastic change to the way Bath is then make your proposals very public . It feels like you are trying to push this through discreetly . I only found out about this on face book !! This proposal should be posted directly to every council tax payer in BANES !!	Bath resident Local business	No
Neither agree nor disagree	Yes		No	While broadly acceptable, consideration of people who live in the area has not been given reasonable thought. Deliveries in particular are a problem: I've had multiple failed deliveries under the current restrictions. In addition, the attitude towards disability is unacceptable, and frankly I find it hard to believe legal. You seem to have also forgotten about Age UK, who run their day clubs within the area in which you have banned disability.	No	Similar to the other limitations.	This is your problem to solve, not mine. If you can't find a solution within current plans they must be changed. Excluding a solution and then indicating that you will "solve it later" is unacceptable: it comes across as kicking a serious problem into the long grass and hoping it will go away. It is also not a real consultation if the plans are incomplete.	Current solution (concrete lumps) is ugly, and desperately needs replacing. While the plans as presented imply that this will be fixed, specific details must be put to consultation: I would expect the level of detail in an architectural drawing, i.e. drawings of the replacement bollards, with renderings of them in place so their appropriateness can be judged. Ditto for the cameras. In other words, when you consult with us you should be providing the same level of detail you would expect from us when we apply for planning permission.	Bath resident	No
Strongly agree	No	The prior question is perhaps one of the most lead questions a consultation has ever used, and the people who designed this survey are a disgrace. The police in particular though, is awful, and holds no significant exemptions for disabilities and will greatly harm businesses as they recover from the recession. There seems to be almost no analysis of the direct analysis of the harms it could do, or the likelihood of any benefits.	No		No		Simply scrap the entire concept.		Bath resident	Prefer not to say
Neither agree nor disagree	No	Another layer of bureaucracy to stifle tradespeople, citizens and businesses getting on with their work and life	No	To improve security you need to have a real presence of police and street wardens on the street 24/7	No	AS before - have a police and street warden presence on the streets - a bollard may stop a vehicle but it won't stop a person leaving the vehicle and undertaking hostile acts	Make the city centre accessible	The time and cost of this must far outweigh putting security personnel and encouraging a police presence on the street. A bollard or CCTV cannot break up a fight, control a mob or tackle a lone terrorist	Bath resident Local business	No
Strongly agree	Yes		Yes		Yes		It is essential this work is done, I have been concerned it was not done a number of years ago.	This is essential and all the detractors should be reminded about Nice. Residents should be made more aware of risks of terrorism and role they should take, regular communications needed to keep people aware of risk. As there has not been a major incident recently people are pulled into a false sense of security. Install as soon as possible.	Bath resident	No
Strongly disagree	No	It appears random and without an overall plan. Lack of consultation and an unwillingness to listen to opposing views is such an indictment on this council.	No	Why are you anti-small business? You are killing people's livelihoods, destroying futures with this woke nonsense.	No	Stop limiting people from going about their day-to-day lives. The council seems so anti-business it is a crying shame the town centre is dying.	No on-street parking? Why? How much does it cost to continually pay for outside 'advice' when staff are paid to listen to ratepayers and act accordingly. Very amateur indeed.	I think this council shld be ashamed of itself and its efforts at social engineering. Your job is to fix the street lights, pick up rubbish and keep out of the way of honest citizens going about their daily lives.	Bath resident	Prefer not to say
Strongly disagree	No	There is no evidence that this a credible security issue. It's draconian nonsense.	No	Manage your town centre on the basis of what residents want not what a few over-zealous power-crazed national-based outsiders have dreamed up	No	Security is a bogus issue. There has never been an issue in Bath. You're trying to create an issue that doesn't exist. Manage traffic and access on the basis of pollution, congestion etc but this is nonsense with no evidence to support it	All council and security staff have to park up on Lansdown and walk.	Stand up for local residents, that's your job	Bath resident Local business	No
Strongly agree	Yes		Yes		Yes		Suggest mobility scooters should be restricted - I see no reason why this type of vehicle wouldn't be used as a 'hostile vehicle'.	None.	Bath resident	No
Disagree	No	The "protection" is far too harsh	No	Far too expensive and the council tax payers will end up footing the bill	No	As 5	remove all mobility discrimination from the disabled.	A & S have shown their unwillingness to enforce the law in Bristol against XR - why are they trying to destroy Bath's centre.	Bath resident	No
Disagree	No	If people are going to attack they will just find another way. Like bombing arenas etc. All you are doing is restricting the lives of the innocent	No	Time restriction ain't going to stop someone from hurting others. Town gets busy in the evenings too and several attacks have happened at all sorts of times. Terrorists will just choose a different time.	No		This is yet another attack on disabled people like myself. The council keeps making it more and more difficult. Try being disabled for 3 months yourselves to see how difficult things are already. Drop offs don't work for people like myself because I can't be on my own as I need someone to push the wheelchair and I have seizures. This just seems like an excuse to cut vehicles in Bath full stop by back door methods. Just kill the high street even more. I'm so angry about this. I understand there is a risk of terrorism but if we keep putting restrictions in place they win. Plus this ain't going to stop anything. Like a terrorist is going to give a crap about road restrictions.	Please please be more considerate of disabled residents!!! You have no idea how difficult access is now let alone if you start doing stuff like this. Try living in a wheelchair for 3-6months and getting around Bath, parking etc then make a decision.	Bath resident	Yes
Strongly disagree	No	None of them	Yes		No				Bath resident	No
Strongly disagree	No	Bath is under no threat or the council will do is cause miserable to those residents who live in that area, as well as making it impossible to sell there properties in the future.	No	You have already enough restriction and have already make it hard for blue badge holders to shop in Bath.	No	As I already mention earlier there is enough restriction. Business needs to get vehicles in to stock up and people need to buy. No one what's to get there shopping elsewhere or pay extra to get goods delivery to them. Common sense needs to prevail.	Stop the nonsense you are doing, you will end up making Bath a ghost city.	I have already said early and if the Liberal Democrat what's to remain the main party in control next election then they need to come down from the sky and get there feet on the ground. This concept is complete madness. Bath is under no threat even the police said it is not a priority - London is not doing anything nor should Bath.	Bath resident	Prefer not to say
Strongly disagree	No	this is one of the most stupid things you have come up with if it was going to happen they would just do it somewhere else that is not in a secure zone	No	it is not needed at all they would use other ways to do something or if they were then just do elsewhere in bath	No	stupid idea without merit at all		words fail me another nail in the coffin of bath	Bath resident Local business	No
Disagree	No	There's no way i can walk thru centre without being able to park my mobility car very close to the few shops i visit, Southgate shops have been off limit for me since the shopping centre was built. Only once did i try walking around the shops & even with walking aids i had to cancel my "trip" due to the pain i was in because i had to walk, now you want to ban all cars including for the disabled which will mean I'll never be able to go into Bath city centre again, thankyou soo much for that.	No	The disabled people including myself will no longer be able to shop in the city centre again, I don't want to park my car god knows where & take alternative "transportation" to get to the centre then have to try & visit any shops & then get transport back to my car & then get home, then there's the cost, that's no good to me, provision needs to be made for disabled cars, like vehicle registration recognition that will allow a car thru a barrier, the CCTV could check a central database & know the car is registered, it's such an easy solution.	No	Again it means not just disabled people but ordinary people aswell won't be able to spend an evening in Bath, no way would i get on a bus or have the exorbitant amount a taxi charges in Bath, why should i when i could park my car up around the corner from eg cinema or restaurant or pub, it feels to me the residents of Bath are being punished, oh & let's not forget all the takeaways that will probably go out of business, i go into the city centre about once a fortnight with my granddaughter & we buy a takeaway & sit in the car & eat it, & once a month it's the cinema & just occasionally a pub if we know there's a karaoke, it's great fun, it's my treat for her, won't be able to do any of that either,	I don't have any suggestions, I'm all out, I've explained what my personal plight would be, i can only walk short distances, stand for a very short time, my trips are planned around where there's seating so I can recover from the pain in my back & then i walk to the next place i can sit until i get to my destination, it's exhausting believe me.	I already have made "comments" i strongly disagree with the fact that I'm pretty much banned from half of the centre, you can pretty it up with lots of fancy words but it remains the same, let's face it the centre isn't that big & if Bath wants the revenue from its own citizens not just tourists then think again & make sure we won't be "punished" in whatever is decided, we won't have any say in it, which is also wrong, so make sure you get it right 1st time & not at our expense.	Bath resident	Yes
Agree	No	I don't think you need to take such drastic action as blocking off streets to people who need to park close to the shops i.e disabled, elderly and you need to let deliveries in! It's just going to cause congestion outside your restricted area and make it very difficult for deliveries to shops!	No	As I've just said... Deliveries need to be able to get easy access to shops and disabled people need to be able to park easily and taxis.	No	I would say just leave Bath as it is... There is nothing wrong with it! What about buses?	So you're paying someone who will no doubt cost alot of money (our money!) To work out how not to make it easier for people with disabilities... Like I just said... Why change it... It's got nothing to do with terrorism. You're just using that as an excuse to make everyone's life more restrictive and difficult for no reason! Other than to waste money!	It's a total waste of time. Nothing to do with terrorism measures. We live in Bath. You've put big concrete bollards in the main places that need it... Do not need to bother with any of these Draconian measures in our city. It's a crime!	Bath resident	No
Strongly disagree	No	Yet again you are victimising the motorist	No		No				Bath resident	No
Strongly agree	Yes		Yes		Yes				Bath resident	No
Disagree	No	What proof do we have of "terrorist" activity in Bath city centre streets... simple way for council to close streets down to disabled, delivery drivers etc	No	Do you think disabled people only go out after 6pm- two main streets that give access to parking on single or double yellow lines for close access have been blocked off, it's not always about blue badge spaces- as we know able bodied people park in these all the time, so double and single yellows are important for us, you think that having more spaces in a car parks and temporary blue badge spaces are all good, not when you physically can't push that far, Milsom street, west gate street are now closed, and they provide perfect positioning for disabled people to park on the single/double yellows for up to 3 hours, as the are so close to certain shops- you've "able bodied" the whole of town by just shutting these streets	No	Same reason, do you think disabled people don't go out after 6pm???	Are you actually using disabled people of all different mobility issues, such as independent paraplegics, independent quadriplegics, blind people, cerebral palsy etc, because if you use anyone other than disabled people it won't be a fair study... you need to know that not every disabled person can push 400m, some can only push say 100m but are independent but because you've closed down certain streets, are now unable to be independent because they are unable to park i. The closest proximity possible, ie: single/double yellow lines....	Follow the equalities act 2010 for reasonable adjustments for disabled people..... use us disabled people to actually give you a proper study for accessibility in Bath, not some random independent probably able bodied company	Bath resident Bath resident Bath resident	No No Yes
Strongly disagree	No	No evidence has been provided by BANES that there is a security threat and disabled access is being more and more restricted.	Yes No	Security access is being used as a mask to get rid of parking spaces. Where do disabled people park between these hours? Is there no terrorist threat between 1800 and 1000?	No	As before.	Nonsense.	This is the latest in a long line of lies and mistruths - the CAZ is just there to provide revenue and the anti-car stance of BANES is being pushed through using excuses like Covid and Terrorism. What's been the terrorist threat to Bath between 2001 and 2019 and why has it increased in 2020?	Bath resident	No
Strongly agree	Yes		Yes		Yes		Provide mobility scooters, operable only with some secure device like a RADAR key		Bath resident	No
Strongly agree	Yes		Yes		Yes		Add more		Bath resident	No
Strongly agree	Yes		Yes		Yes		Provide free Blue Badge spaces in other open air or multi story car parks		Bath resident	No

Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles	Do you agree with the streets proposed to be included in the protected area?	If No, please provide any comments or suggestions	Do you agree with the limits on the use of the streets between 10am and 6pm?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?	Do you agree with the limits on the use of the streets between 6pm and 10am?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?	Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders	Please provide any other comments or suggestions below	What is your interest in the City Centre Security scheme (please select all that apply)	Do you consider yourself to have a disability?
Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response
Strongly disagree	No	Waste of Public Money	Yes		Yes		Stop Wasting Public Money on Environmental Issues and Pedestrianised streets and start investing it in Local Businesses	Stop Destroying Bath	Bath resident	No
Strongly disagree	No	No access for the disabled.	No	No access for the disabled.	No	No shops open during those times ( except for one hour... that's if they open at 9am) for use of the disabled.	So you're disabled but unable to drive a mobility scooter. You may be being brought into the city by another using a blue badge. Not everyone can use a M S, what about the visionary impaired?	It is about time this council looked after its most vulnerable residents. To close roads using the threat of hostile motorists, by which I think you mean, terrorist acts, is appalling. It is obvious to everyone that what your goal is, is to make driving into the City as difficult as possible so you'll encourage more walking and cycling, fine if you're not old or infirm. Don't forget, you lot will be old one day. "Baner. Improving people's lives" unless, of course, you're disabled! Shame on you all!	Bath resident Service provider	Yes
Strongly agree Agree	No	No. You can easily protect the centre without blocking disabled parking spaces. You are discriminating disabled people rather than preventing terrorism.	No	Terrorist attacks happened later than that in most cases. You are discriminating disabled people from using their city. No where else in the country does this and innocent people are being penalised for criminal activity.	No	You have already deleted so many disabled spaces in our city. What is to stop you deleting even more after 6pm? Local residents must feel so let down.	What improvements have you made? You have even vertically lined the only easier area to park I found out today outside the Guildhall! I am FURIOUS about this. You seem to want to pedestrianise at any cost and you are deliberately discriminating disabled parking within our City. I suspect you have got rid of 60 spaces now which must be illegal in a city of this size. No where have I ever seen this! I am disgusted with our council as you did this in the middle of a pandemic when disabled people were suggested to be inside. We come out and cannot visit our city like able bodied people. Disabled people are probably more at risk on public transport. Those electric scooters are every where, on pavements, fast and will cause more dangerous situations to pedestrians than blue badge spaces. What's to stop a terrorist driving at full speed on one of those and doing some damage. I cannot see any efforts at all to give access to blue badges. your priority has been to a casino, taxis, tourist coaches, buses, electric scooters. You deleted so many spaces by the theatre, now all of westgate street, now milsom street, now by the guildhall, where will be next? You even said we can be dropped off and picked up like school children! Newsflash. We like to feel enabled and independent. You are preventing this at all cost! Without consultation apart from this. There is no accessibility or mobility if Bath Council get there way as you are eliminating disabled people from using their shops and their city.	I think I have said it all but I cannot believe that you think this is ok. So many disabled people are feeling discriminated against that I am considering a petition or rally to stop this as it is discrimination and surely cannot be allowed to go ahead. No where else in the country has this in mind and I have written to the MP for disability in Swindon to ask for his advice on the matter.	Bath resident	Yes
Strongly disagree	No	lack of disabled access and parking will leave the city centre totally inaccessible to my son and I who are both disabled. Since new Southgate went in we have been unable to visit this part of town. The proposals will directly affect our quality of life and those of other disabled people. Our ability to use the shops and amenities will be removed leaving us feel further isolated. We both have severe chronic fatigue, the use of mobility scooters is not possible and we have no other family to help us.	No	I suggest allowing disabled access at the least busy times. How will we get our eyes tested at spec savers for example? If is an ableist scheme	No	You are creating a atmosphere of fear and exclusion.	I think it is immoral to remove disabled access and parking and provide no alternative. I am very angry. I have a mobility scooter but by the time I've got it out of my car to use I'm too exhausted to shop. Parking outside shops is essential for me and my son and others in our position.	I would like to know when the disabled assesment will be take place? Will it be before the decision is taken or after the event? How will I have access to this particular report and how will I comment on its findings.	Bath resident	Yes
Agree	Yes		Yes		Yes			My concerns are that escooters will be allowed on these pedestrianised roads. At speed they are more dangerous to pedestrians than cars and accidents are bound to happen.	Bath resident	No
Disagree	No	Please consider the disabled and elderly, permanently blocking these streets have a detrimental impact on a large proportion of the residents in Bath. You seem to have more consideration to visitors rather than residents.	No	Blue badge holders and disabled should always be allowed access to the centre. It is totally unacceptable to exclude this group of people from participating in the life of our community. I have lived in Bath all of my life and have never felt my disability more.	No	Where do locals park?	There is no mention of the loss of parking on single yellow lines in the city centre. As well as the 30 'removed' spaces there are 8-10 in York Street, 3 in Lower Borough Walls, Queen Square, Milsom St etc so potentially another 50+ spaces not included. This seems an excuse to close off Bath completely. Are any of the 'panel' disabled so that they can only walk a few yards before being in absolute pain? Bath's pavements are very rickety and uneven so it's impossible for me to access Stall St, Milsom St, Westgate St. My optician is in the centre, I've been with them 43 years and now I can't access them, my life has been severely impacted by these restrictions and I am very depressed by it. Can you not allow local blue badge owners access? The bus gate is bad enough as I have to drive an excessive distance to access both sides of Bath. I will be considering legal action if this goes ahead.		Bath resident	Yes
Strongly agree Agree	Yes Yes		Yes No	11am-4pm	No	When are disabled people going to be allowed to enjoy coming to town.	There must be more spaces for blue badge holders that make a visit to the city convenient and enjoyable. I have spoken throughout as a disabled driver, so please review my previous comments.	I am not sure that the retailers are going to be happy, so more public transport and Park and Ride capacity needs to be in place.	Bath resident	No
Agree	No	I do not disagree with the streets that you have designated to be included in the protected area, BUT what I do object to is that, once through the 'gate' before 1000am one cannot continue to park after 1000am. If my car is not a terror threat before 1000 then surely I should be allowed time to shop (I am thinking particularly of Milsom Street now). I have a blue badge, without which I could never shop in Bath, and disabled people need time to get from shop to shop, and even to get around just one shop. Also, I fear that we shall lose even more good shops because of lack of footfall. Disabled people seem to have had very little consideration given to them during Council's deliberations. Please reconsider.	No	Please see my remarks at No. 3 above. All my remarks are written as a disabled driver who cannot use buses, cycle or walk, so I cannot agree to your plans unless allowances are made for Blue Badge holders to be allowed through - or, at least, to park after 1000am. I reiterate my comment that having been allowed through before 1000, and with a Blue Badge, surely one should be allowed to continue to park.	No	What about social activity? Theatre/Cinema/Restaurants. Bath will become a dead City with what the Council is considering. If the Council is intent on closing the City Centre roads in this way I don't have any suggestions. Those who are lucky enough to be able to use buses, ride bikes or walk are the only people who will be able to continue to use the City Centre, either at day or night. My only (selfish) suggestion again is that perhaps you could devise some system whereby disabled badge holders could have access during the evening.		I have no other comments, except a plea for consideration of those of us who cannot walk any distance - or with any speed to beat the 1000am cut-off. I am sorry for my intransigence on this, but being able to drive, do what I need (and indeed want) to do, thus keeping my independence, is important to me - as I am sure it is to all other disabled drivers.	Bath resident	Yes
Neither agree nor disagree Strongly agree	Yes	This still leaves streets such as Dorchester Street unprotected	Yes		Yes		Increase use of the Broad Street car park for blue badge holders	This is good, but need to reduce traffic in George Street, Manvers Street and Dorchester Street	Bath resident	No
Disagree	No	The justification for all these draconian restrictions is vague but appears to be that in the past terrorists have used vehicles as weapons in crowded areas. This begs several questions: Why this crowded area? There are many other city centres which attract crowds is the intention to lock them all down? There are other areas of Bath and BANES which attract crowds can we expect these restrictions to spread?	No	The council seems to have given no consideration to helping or compensating residents at all and have only recently started to look at ways of helping even severely disabled residents. The current proposal leave disabled visitors a long way from the most popular shops. Some example of where we believe BANES should be looking to support residents include: Turning the proposed system for booking deliveries and trade visits on its head. Rather than leaving residents between the rock of an opaque bureaucratic permit process and the notoriously inflexible booking processes of major companies and harrassed small traders, residents should be able to contact council officers explain what they need and why they need it and have the council contact the companies concerned gather the information they need and make the arrangements for access. Given the consistent failure of both central government and BANES to provide adequate affordable public transport a car is still essential for many city centre residents. We have already seen a considerable reduction in parking provision and these proposals will add to that. It is time that BANES acknowledged this reality and allocated "residents only" all-day parking in city centre car parks for residents in the area covered by these and other proposals to remove parking spaces. We are advised that these proposals are likely to have an impact on property values in this area and we think that resident thus affected are entitled to get compensated.	No	The council seems to have given no consideration to helping or compensating residents at all and have only recently started to look at ways of helping even severely disabled residents. The current proposal leave disabled visitors a long way from the most popular shops. Some example of where we believe BANES should be looking to support residents include: Turning the proposed system for booking deliveries and trade visits on its head. Rather than leaving residents between the rock of an opaque bureaucratic permit process and the notoriously inflexible booking processes of major companies and harrassed small traders, residents should be able to contact council officers explain what they need and why they need it and have the council contact the companies concerned gather the information they need and make the arrangements for access. Given the consistent failure of both central government and BANES to provide adequate affordable public transport a car is still essential for many city centre residents. We have already seen a considerable reduction in parking provision and these proposals will add to that. It is time that BANES acknowledged this reality and allocated "residents only" all-day parking in city centre car parks for residents in the area covered by these and other proposals to remove parking spaces. We are advised that these proposals are likely to have an impact on property values in this area and we think that resident thus affected are entitled to get compensated.			Bath resident	No
Strongly agree	Yes		Yes		Yes				Bath stakeholder / Community organisation  Visitor  I work in the city and I represent a B&NES Ward in the city	Yes

Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles	Do you agree with the streets proposed to be included in the protected area?	If No, please provide any comments or suggestions	Do you agree with the limits on the use of the streets between 10am and 6pm?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?	Do you agree with the limits on the use of the streets between 6pm and 10am?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?	Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders	Please provide any other comments or suggestions below	What is your interest in the City Centre Security scheme (please select all that apply)	Do you consider yourself to have a disability?
Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response
Strongly agree	Yes		No	Increased on-street dining & drinking during Summer months - may need to consider extending past 6pm to protect people in street cafes/bars	Yes					
Strongly agree	Yes		No	It should start from 9am	No	should be 9am not 10am	The loss of available Blue Badge Parking will discourage some people from coming into Bath.		Bath stakeholder / Community organisation	Yes
Disagree	Agree	No access for disabled visitors and residents to access services and shops.	No	Many shops do not open before 10am so disabled customers are locked out. How can one access a disabled parking space in Quiet St and New Bond st. if Milsom St is closed?	No	So no access for restaurants, theatre, bank cashpoints.	By the time this study is complete most disabled people will have given up on Bath city centre and disabled visitors will feel unwelcome. A lot of buildings are difficult to access with a scooter or wheel chair so some of us try to keep walking with aids but distances you are expecting us to manage are unrealistic.	A study is a waste of our money. Perhaps Councillor in charge should spend a day or two in a wheelchair and find out first hand what it is like being so restricted but trying keep some level of independence.	Bath resident	Yes
Strongly disagree	No		No		No					
Agree	No	There are too many. Basically if you have any mobility problems the city centre is now a no-go area.	Yes		Yes		Please be aware it is not just about blue-badge holders. With 100s people waiting for hip and knee replacements for up to two years now how are you supposed to use the shops? I was incapacitated for almost a year, not allowed a blue-badge because it isn't a permanent disability, and literally wept more than once trying to get from Kingsmead Car park to Specsavers. In the end I had to stop going to town. Do you really want to stop a significant number of Bath people getting to the shops?	The Green agenda and security against attack is one thing, but the social distancing measures are another - please get rid of them as soon as possible as they create more problems than they solve.	Bath resident	Yes
Disagree	No	I do not agree as you are restricting access to a large number of area / shops for disabled member of the Bath community. Surely there is a solution that would stop vehicles accessing these areas and make them secure whilst allowing blue badge holders to drive and park next to shops and services they need to access.	No	Again, this is because it is a blanket ban across all vehicles. It makes no consideration of disabled people / disabled blue badge holders who need to access shops and services in these areas. It is fine saying you have provided other places for these people to park, but these can be much further away from the places people need to access who cannot walk or make these distances. I fee this is discriminatory against disabled people.	No	At present they are ok, but if vehicle access is restricted between these times then I feel it is the same as previous comments and discriminatory against disabled members of the Bath resident population.	To allow blue badge holders access to these roads rather than implementing a blanket ban. This could be done via an intercom system similar to the one to access stall street from lower borough walls. Or use an ANPR system where registration plates are registered against blue badge serial numbers similar to the system implemented at the RUH car parks.	I feel there should be more consultation with the disabled community in Bath before a decision should be made. Again it seems like the local council pushing through a decision they have wanted to make for many years and using the cover of 'COVID restrictions' and 'Security Reasons' to make it happen.	Bath resident Bath stakeholder / Community organisation	Yes
Neither agree nor disagree	No	Some elderly and disabled need to access these areas and to close these to disabled and taxis is wrong	No	should be access for taxis	No	should be access for disabled and taxis		should not be closed to taxis	Blue Badge driver Bath resident Local business	No
Strongly disagree	No	The last hostile vehicles to visit Bath were German planes! There is no threat. This is just a scam!	No	These measures are not necessary.	No	Not necessary.	Open the streets and let them park.	Be honest with us and say what your true objectives are.	Service provider Bath resident	No
Strongly disagree	No	It's rubbish for us Blue Badge holders look at the map of closures and the amount of parking for disabled people complete rubbish. I guess none of you are disabled so you don't care.	No	It limits shopping and banking, for people and access to the theatre. I haven't been into the centre since June as it's all too difficult I use Trowbridge for shopping now who are much more friendly than money grabbing Bath	No	Look again who is using the city as nothing to go into Bath for parking expensive shops are closing proposed entry charges will put the final straw on it. Stop being so money grabbing Bath	You say you recognise the problem for accessibility for Blue Badge holders but you don't it's just words without action you don't care	You are ruining Bath and eventually will kill the city entirely think about people living here not just the students. If you do these things you need to provide decent park and ride and buses that go where people want to go at affordable prices first not years afterwards when everyone has given up on Bath. At present very few bus services go down Milsom Street anywhere near Westgate Street this is important when you have shopping to carry also access to Victoria Park and other open areas important when with limited mobility and no car to be able to enjoy the parks is lovely	Bath resident	Yes
Disagree	No	Far more disabled parking and access required. My late father used to love going to Bath and being part of the city and amongst the throng of people for a day. It helped him get some respite from being stuck at home. If he were alive now, he would struggle to get a space to be able to do that.	No	What is the point of a disabled bay in the city centre that is restricted after 10am??	Yes	As long as the disabled bays aren't time restricted whatsoever	Looking at the map there is simply not enough disabled access close to the shops and so much of it is time restricted. Please allow people who can only walk 50 - 100m at a time keep their independence and dignity by allowing them respite through access to their local city. Time restricted disabled bays are not good enough, neither is the number of overall disabled bays.	Think what effect this will have on the people who have spent almost the whole of 2020 stuck indoors. When they come out of the pandemic, they'll discover their livelihood is being marred because they can no longer face the battle for a disabled space nor a longer walk to get around the city. My late father loved his trips to Bath and would be utterly miserable if he saw these plans stopping him from being independent.	Bath resident	Prefer not to say
Strongly disagree	No	This is absolute nonsense, are all councils throughout England doing this?	No	Your killing business in Bath.	No	Isn't this the exact same question as the previous one?	Have you consulted any business about this, not just blue badge holders?	Please stop destroying Bath. You've only been "in power" for a couple of months and so far everything you've done has been to the detriment of Bath and its residents.	Bath resident Local business	No
Strongly agree	Yes		No	Should be 24 hours in high risk areas of the town.	Yes		Please make Southgate carpark free for Blue badge holders for upto three/hours, within the rules of the badge.	Milsom St should allow access for Blue badge holders, so we can access shops easier.	Bath resident	Yes
Agree	Yes		Yes	But more details needed on how affected residents would have deliveries made during the day (given that many delivery services do not offer specified time slots and/or evening deliveries). This would be particularly pertinent in the event of another pandemic, which is not entirely unlikely, given the increasing human infringement on wildlife habitats and the resulting crossovers of viruses. Residents would need to be able to have shopping delivered to their door if self-isolating. Aside from pandemic conditions though, there may be residents whose mobility does not allow them to click and collect and depend on home deliveries, so this factor should be included in the study on accessibility.	No	Want to say yes, but not sure how practical this is. How many white goods (or similar sized items) delivery services are even available after 6pm?			Bath resident	No
Strongly agree	Yes		Yes		Yes			Brilliant for the city. Good car free public realm will further enhance what is already a beautiful city	Bath resident Local business	No
Agree	Yes		Yes		No	We need to have vehicle access for deliveries and collections from Sawclose by private car, Taxi as well as commercial vehicles. There must be sufficient loading and unloading bays provided in the Sawclose area. Currently there is only a short bay that is available which is insufficient.			Local business	No
Strongly disagree	No		No		No				Bath resident Local business	No
Strongly agree	Yes		Yes		Yes			As a retired but active non-car owner who lives in the city centre (and hates the concrete bollards) I think these proposals are excellent and have my full support and gratitude.	Service provider Bath resident	No
Strongly agree	Yes		Yes		Yes				Bath resident	No
Strongly agree	Yes		Yes		Yes		Prohibit e scooters from the pedestrian area	Will the CCTV be used for crowd surveillance by the police?	Bath resident	No
Strongly disagree	No	Not disabled friendly	No	Return police to Bath	No	Return police to Bath	Need to be able to park within 20 m of where they want to go		Bath resident	Yes
Agree	Yes		Yes	Will access to Bath Abbey for hearses and wedding cars be permitted?	Yes		No suggestions, but strongly endorse the need for improvement and/or scheme mitigation for those with limited mobility.		Bath resident Bath stakeholder / Community organisation	No
Strongly agree	Yes	To be honest, a map would have been more useful as a link than just the street names	Yes	I am assuming that none of the affected streets are bus routes, If they are, have the needs of bus users been considered	Yes		How far reaching will the pan disability study be? Are there other examples of cities with no provision of any on street parking within a protected area? I can understand how this will be seen as a contentious issue for many, but if we are to make the protected area as secure as possible, it appears to be the only option	What is the scope for reviewing these new restrictions once they are in place? Are they only relevant for a specific period of time before they are reviewed? How does the current coach drop off facility on Bog Island fit within this proposal; is it outside of the protected area?	Bath resident	No
Strongly agree	Yes		Yes		Yes			The proposed changes will be a win win. Making the city safer while making it easier and more pleasant to move around as a pedestrian or cycle user.	Bath resident	No
Strongly agree										

Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles	Do you agree with the streets proposed to be included in the protected area?	If No, please provide any comments or suggestions	Do you agree with the limits on the use of the streets between 10am and 6pm?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?	Do you agree with the limits on the use of the streets between 6pm and 10am?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?	Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders	Please provide any other comments or suggestions below	What is your interest in the City Centre Security scheme (please select all that apply)	Do you consider yourself to have a disability?
Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response
Strongly disagree	No	The proposal is hysterical. The actual threat of terrorism is minimal and the language used to describe your proposal creates an atmosphere of paranoia and xenophobia totally at odds with the cultural heritage of Bath.	No		No			You assert "As the threat to the United Kingdom from terrorism remains." but give no evidence to support the existence of this threat. This proposal is totally ridiculous. So called "terrorist threats" are almost non-existent and these measures waste money and inconvenience our lives. I would like you to give an example of an actual terrorist incident that took place in the UK within the last few years that these measures would prevent were it to happen in Bath. Furthermore, even I were to accept the potential threat, these measures don't protect areas with large numbers of people wandering around: the train station, the bus station, hospitals, the rugby club, the universities, etc. All this does is help create an atmosphere of fear and suspicion. Ironically I actually support the pedestrianization of streets during the day as it helps make a safe environment for walkers. But I refuse to support your measures when they are pushed under the rhetoric of so-called anti-terror when you and the national government have failed to make the case for the existence of such threats.	Bath resident	No
Strongly disagree	No		Yes		Yes					Yes
Disagree	No	Hostile vehicle? Are you serious? You have ludicrously weak risk assessments for shared spaces but now you want robust street furniture on other streets. Do you grasp how stupid this sounds?	Yes		No		Get a grip on what you're combating, Bath is not a war zone.	It's very good these schemes but we haven't got a police force in Bath to enforce any of this	Bath resident Bath resident	Prefer not to say
Strongly agree	Yes		Yes		Yes		Car Parks should again offer free blue badge parking.	Allow deliveries from 6am to 10am .	Bath resident	No
Strongly agree	Yes		Yes		Yes			I would propose restrictions going later into the evening. Several terrorist attacks have occurred at night. Please think again and don't make Bath more of a no-go area than it already is	Local business Bath resident Bath resident	No Yes
Neither agree nor disagree	No	As a blue badge holder I am already scared to drive into city shops in case I get stuck. What provision if any will be made for us as there are many others like me who cannot walk far enough to access public transport or carry shopping. who thinks we can all ride a bike, this is a big joke	No	Allow blue badge holders to access at all times	No	Its the blue badge holders who will suffer and so will the shops who cant afford more rules .	Surely you cannot ignore the disabled or are we meant never to go shopping. Your will push us to supermarkets only and the local shops can be forgotten			No
Agree	Yes		Yes		Yes		As I normally visit Bath on foot or by cycle, the proposed changes will be an improvement for me. This may change if I lose my mobility as I get older, but I cannot think of any sensible improvements.		Bath resident	No
Strongly disagree	No	The proposed restrictions on a range of vehicle access requirements are too limiting. Is there any evidence of terrorist plots that would suggest such measures, or is this just another restriction on vehicle access which will limit business operation, once the present emergency is over?	Yes	Inconvenient but probably bearable	No	Suggest restrictions between these times are unnecessary	Do not impose these restrictions	These latest proposals for restricting traffic in the centre of Bath ostensibly on the grounds of counter terrorism are excessive and will hinder business recovery. Are they really being seen by the Council as a further step in its attack on drivers, on top of the current largely unnecessary restrictions for COVID? Is there any real evidence of risk to justify the serious limitations being proposed? The Council and Police are supposed to be working on behalf of the public, not making life ever more difficult when things are bad enough already. XXXX	Bath resident	No
Strongly agree	Yes		Yes		Yes			Benefits: Increased security, social distancing & cleaner air. Please expedite asap.	Bath resident	No
Strongly agree	Yes		Yes		Yes		Reliable security means that everyone, including the disabled, will have to make some sacrifices around the convenience of access. Wherever possible, the disabled should have their share of parking spaces closest to the security zone.			
Strongly agree	Yes		Yes		Yes		We need some small electric buses to help people move across and around the city between car parks please!	Kingsmead Sq is vulnerable - especially where it meets 7 dials - can we have better bollards there please?	Bath resident	No
Agree	Yes		No	For residence in restricted areas allowance should be made for food deliveries and repair and maintenance personnel and their associated vehicles.	No	You must balance the needs of people who live in restricted area with the very minimal threat level, to cut the access for residence in their homes will result in it becoming a ghost area.	You are in effect trying to force out of the area all disabled and elderly residents, these measures will eventually kill Bath City centre.	This is a back door move to remove all vehicles from Bath without providing any alternative for parking or bypass of traffic.	Bath stakeholder / Community organisation Bath resident	No
Strongly agree	Yes		Yes		Yes		More cycle parking in the restricted areas. Some have been removed in recent years and never replaced - the ones that spring to mind were the ones on York Street		work in the city in the restricted areas	No
Strongly agree	Yes		Yes		Yes				Bath resident	No
Strongly disagree	No	I work for XXX, these proposals will make it more difficult for me to collect food and to deliver food to customers. Terrorists will more likely target London or other major cities not Bath. This might put hundreds of drivers out of a job.	No	Deliveries should be allowed during these times.	No			Please allow car and motorbike deliveries and collections from the city centre for Deliveroo, Amazon and all other delivery companies. Deliveries are on the rise with COVID-19 people not wanting to go out and want food delivered.	Service provider Service provider	No
Disagree	No	As a taxi driver it will restrict my business I will not be able to drop customers off at businesses homes and hotels the customers could be disabled and might not be able to walk that far I have already got one regular customer who suffers from pulmonary hypertension and finds it difficult to get to her pharmacist on Westgate Street	No	As a taxi driver a lot of my customers will need transportation during these times Maybe the simplest solution would be to allow taxis through during these times	No	As a taxi driver a lot of my customers use taxis between these times to get to businesses hotels et cetera in these to be restricted areas may be the simplest solution from my point of view would be to allow Bath and North East Somerset taxis in these areas to work	I think the best and easiest solution would be to allow disabled drivers with blue badges access	As a Banes taxi driver it would be beneficial to my business and my customers a few who are disabled if I was allowed access to the roads you were thinking of closing part time	Bath resident Service provider	No
Disagree	No	As a taxi driver you are restricting the places businesses homes that I can drop my customers at	No		No					
Strongly disagree	No	As you all know, there are very many vulnerable individuals with mobility issues in the city that will not have access anymore to services and businesses around and within the proposed area. It seems like the Council is looking to exclude everyone that cannot walk or cycle from the city centre. Consider this: all of us will get old and decrepit enough to the extent that walking even for a modest distance of let's say 50 yards might become painful, dangerous and/or impossible, then you will much appreciate to be able to be dropped off by a nice and helpful taxi driver just outside Specsavers on Westgate Street, or outside your favourite pub in the Abbey's Green, or perhaps as a senior citizen visiting Bath you may like to not have to carry your heavy bags to the Zed hotel, 'cause the taxi will drop you quite far.	No		No	Any sort of restrictions will affect businesses and vulnerable individuals that won't be able to access them.	Not everyone with a mobility issue has or is able to use a mobility scooter. You are about to exclude a lot of residents and potential visitors in that situation from accessing the proposed area. Think carefully, as life is a one-way journey, you may find yourself cursing the bright minds that made it inaccessible for you to get in some place or another.	As a touristic economy, Bath should look forward to look open, inviting, to avoid the siege mentality. Any updates to the current infrastructure should be including, not excluding. The Council would better focus on the traffic to move better and faster, instead of slower and worse.	Service provider	No
Disagree	No	Orange grove pavements are already wide enough also you are preventing XX TAXI from doing their jobs getting people with disabilities close to the banks and shops they need, its bad enough with mislabeled streets closed to taxis.	No	All main streets should be open to local taxi/ PH drivers	No	Again you are stopping drivers from delivering goods to the public at the times they can be in, ie some work days, some work nights	Disability cars be it private or taxi trade should have access to most streets	I believe the council are doing all they can to destroy the taxi trade in fact all trade in our city, you are making The City of Bath a ghost town	Local business Service provider	No
Strongly disagree	No	There should be none of these kinds of protections imposed on any streets. The whole scheme is preposterous.	No	The limitations are a disproportionately high inconvenience for all City users and residents, with minimal gain. In the unlikely event of a terrorist attack, the perpetrators will find one of many means to circumvent these minor physical obstacles.	No	As a cyclist, I'd like you to think about the fact that I have to go around the existing barriers which means using the pavements. Take a look at the barriers and pretend you're a cyclist, and have a think about this simple problem domain.	Make a commitment that all City centre residents, employees, visitors, tourists, etc can get a blue badge car in and find a space near their destination. Then make this happen.	As the decision maker for a company which is trying to grow, currently located in the area you are trying to effectively sterilise, I have decided to shut down the three offices we currently have and move away. The dozen or so people affected have been forewarned that we would embark on consultations concerning this proposed move - these will start today, Thursday 19th November with a proposed move date in the second half of March 2021. Bath central is no longer a viable location for business, which is a sad state of affairs. I hope - but do not expect - this to change in the next few years. Very sad.	Bath resident Local business Service provider	No
Neither agree nor disagree	No	I commenting as a taxi driver. These new proposals are far too restrictive. Taxis should be allowed in the areas mentioned. People do live there and some are disabled. I can foresee public disapproval	No	Taxis should be exempt. We are secure and safe.	No	Again taxis should be exempt.	Disabled people should have unlimited access	I repeat what I have already said. Taxi drivers should have unlimited access. Otherwise our income will be restricted. And that is unlawful.	Bath resident	No
Strongly disagree	No	Jobs worth decision not based on common sense. Fed up with stupid and downright idiotic decisions being made for no good reason. Just living in cuckoo land!	No	Sorry, just so horrified at overall mess being made in wonderful Bath that I won't agree to any proposals. Cannot do it.	No	Same as before. Not that this will make any difference to anyone reading my comments. Nobody listens. Extraordinary and dangerous decisions have been made and we can do nothing to stop them. Dictatorship.	Getting fed up. 'If it ain't broke, don't fix it' but you will. Just to prove your worth. Not seeing the real picture at all. For every person you are so say making things better, you will be adversely affecting 10 times that number and for what? Just to justify your roles. Please stop it.	I mourn for our beautiful city that is slowly being killed because of crazy decisions. Bus station is one example, London Road another and beyond belief the pedestrian crossing by Julian Road / Guinea Lane on Lansdown. Mad and dangerous. I am waiting for the next lunatic decision to manifest itself. Next you will probably make Broad Street two way!!! Also I, and many others like me, feel powerless and totally ignored. I also don't think anything said here will make a blind bit of difference.	Bath resident	No
Disagree	No	These proposals are not proportional to the current risk level.	No	Draconian and not proportional to current risk	No			These proposals are like something from a police state. Where is the evidence of terrorist risk that justifies these quite draconian restrictions? If the risk level changes then by all means take appropriate measures, but not until justified by the risk.	Bath resident	No
Strongly disagree	No		No	The	No			What a waste of resources. Get trade back into Bath. All the bollards do is move the site - a possible attack to another site, not eradicate it. Make Bath welcoming to all users.	Bath resident	Yes
Strongly agree	Yes		Yes		Yes				Bath resident	No

Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles	Do you agree with the streets proposed to be included in the protected area?	If No, please provide any comments or suggestions	Do you agree with the limits on the use of the streets between 10am and 6pm?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?	Do you agree with the limits on the use of the streets between 6pm and 10am?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?	Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders	Please provide any other comments or suggestions below	What is your interest in the City Centre Security scheme (please select all that apply)	Do you consider yourself to have a disability?
Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response
Strongly disagree	No	There is no evidence that terrorism is a real or increasing threat to the people of Bath. Imposing draconian measures in response to a problem that doesn't exist is government at it's worst. Causing real harm, discomfort and inconvenience to old, vulnerable people and city centre residents in response to a phantom menace is not the way to proceed. Neither is putting the right of people to proceed freely about their business in the hands of untrained private security agents. I also doubt that these measures would stand up to a properly concerted legal challenge based on the undeniably discriminatory and intrusive nature of them.	No	None required, apart from encouragement of a just and inclusive society.	No	See above	See above, or failing that exempt blue badge holders and taxis from the scheme	<a href="https://www.statista.com/statistics/539190/incidences-of-terrorism-united-kingdom/">https://www.statista.com/statistics/539190/incidences-of-terrorism-united-kingdom/</a> As you can see from the above, there is no data to support the idea that the Bath or the UK in general is suffering from any kind of increasing or existential threat from terrorism. The real threat is actually to the ability of ordinary people to go about their legal business, delegation of power to quasi-official and poorly monitored "security agents". As I have stated above, these measures are repressive, discriminatory and unjustifiable given the present level of threat. It seems that A) the current COVID-19 crisis has made the urban planning department a little dizzy, and B) someone has spent too much time locked up in a small room with policemen. I wouldn't disagree with a general intent to make city streets more pedestrian friendly and car unfriendly, but these needs to be rooted in a desire to make the city welcoming and hospitable for all, not from a starting point of befuddled paranoia. You should be looking to replace city centre vehicle traffic with low speed electric vehicles, tuk tuks or rickshaws as part of a properly thought out and holistic approach which may include a proportional security element. This stuff here is just madness.	Bath resident Local business	Yes
Disagree	No	Access should be allowed for locally BANES licensed Taxis and private hire vehicles who are often required to pick up/drop off elderly and disabled people throughout the city center, many of them would struggle to walk to a meeting point outside the protected area. Also it looks from the diagram that the taxi rank at orange grove would be affected	No	as per my previous statement	No	as per my previous statement	Banes licensed taxis and private hire drivers are vigorously checked by the Banes licensing department and are constantly being checked through the government DBS scheme, so do not present a security threat, licensed taxis and private hire vehicles are not considered a threat to security at airports and railway stations throughout the UK so should not be considered a security risk in Bath. They are essential part of the local transport system		Local business	Prefer not to say
Strongly disagree Strongly disagree	No No	If you would like to block you can block unknown cars not taxis and buses and food deliveries	No	Restrictions should be made for private cars not taxis or buses or deliveries as we are part of servicing public transport	No	Should be made for private cars not taxis or buses or deliveries as they are serving the people	Private cars shouldn't be allowed in the city centre if you afraid of any attack but taxi and buses all been checked by the police and council		Bath resident Local business Service provider Visitor	No
Strongly disagree	Yes		Yes		No	Private hire and hackney carriage, provide transport service. You destroy the business. Its ok for personal cars, but you need to allow cars licensed by BANES		Its ok, but let private hire, hackney carriage and delivery car to use this roads. Are a lot of people need transport and delivery, door to door because they can't move.	Local business Service provider	No
Disagree Agree	No Yes		Yes Yes		No No	will the evenings see higher demand for vehicle access due to suppressed demand during the day and if so how will the evening economy be affected? Business and residents will have to adapt.	no comment	I am responding as a resident but as a XXXXXX the degree of security achieved will only be as strong as the "human factors" relating to the CCTV control room and ensuring the personnel are adequately trained and resourced. Has the revenue cost to achieve this been properly assessed through learning from other authorities such as Cardiff? XXX	Visitor Service provider Bath resident	No No
Strongly disagree	No	It doesn't stop a man with a knife or wearing a back bag full off explosive 🧨🧨🧨 which seems now how terror attacks happen	No	If you are elderly or disabled and need to get to shop as near as possible your not allowed to go down the street is discrimination against thoughts	No	As provided in the last box, council can't even get this right 🤔🤔🤔	How about disabled and elderly who have blue badgers and can't drive and need taxis for there life line, but taxis are not allowed 🤔🤔🤔🤔🤔	Allow taxis to help the vulnerable and let them use the roads they all should have low emissions vehicles now, instead off making it awkward for everyone	Bath resident Local business	Yes
Disagree	No	It makes the city less accessible for older people and people with disabilities. I am a taxi driver and with the current restrictions I have had to tell people I can not drop them where they want and they have cancelled their journey. I have had many people want to go to specavers or boots on westgate street and as I have not been able to get them to the door they have been unable to go.	No	I do but think Taxis and blue badge holders should also be able to have access during these times	No	Taxis, buses and blue badge holders should also have access to these roads during these times	Reducing access to the city centre will make the city inaccessible for many people at a time when business are struggling and many shops in Bath are empty. The parking charges already put many people off coming into Bath.		Service provider Bath resident Local business Service provider	No
Strongly agree	Yes		Yes	It could be 9am - or earlier - to encourage deliveries to happen prior to rush hour traffic	Yes		There should be more allocated COVERED parking in Charlotte street, with a FREE ELECTRIC shuttle for disabled holders which would be able to drop them off in the centre of the restricted zone where the parking bays currently are.	Great project - thank you.	Bath resident	No
Disagree Strongly disagree Neither agree nor disagree Neither agree nor disagree	No Yes No	The city's traffic system was designed by a moron and is continually messed up by idiots please don't waste our money messing with it any more	No	Uh	Yes		There is not enough access for the disabled allready to make it harder for disabled is scandalous	Leave it as is	Bath resident Service provider	No
Agree Agree Agree	Yes Yes	Taxis should be allowed on Milsom Street	Yes Yes No	Taxis should be allowed on Milsom street	Yes Yes Yes	Taxis should be allowed on Milsom street		Taxis should be allowed on Milsom street	Local business Bath resident Bath resident	No No No
Neither agree nor disagree Agree	No No	Access to broad street for taxis drivers is an essential route for us to use. We can reach other areas of the city alot quicker and we can benefit from not sitting idle in traffic during rush hour. This route cuts our journey time in half, with less cost to the customer.	No Yes	Yes apart broad street. Milsom street should have access for taxis so wheelchair accessible vehicles can enter.	No	See above comments			Bath resident	No
Agree	No	You restrict taxis from doing their jobs by closing certain streets in the city ... Especially when things ARE open the theatre, bars and restaurants around these areas are where a lot of elderly residents go in the day times, they rely on taxis to get to and from these venues. A lot of people aren't able to walk to pick up points, so by closing these streets to ALL traffic you are preventing people from getting out and about and also Drivers from doing Thier jobs. That's if there are jobs to go back to after the pandemic.	No	Same reason I stated before. People need transport, especially the elderly who use taxis to get to and from the shops, opticians, dentists, doctors, theatres, restaurants in these areas	No				Local business Service provider	No
Disagree	Yes		No	Because i am a taxi driver and what i have to do if i have to pick someone up from milsom street in that time??	No	Taxi's should be allowed as well.		Local taxi's should be allowed in milsom street.	Service provider	
Strongly disagree	No	Why? You spend 5 million £'s on a bridge encouraging more people to access the centre?	No		No				Bath resident Local business Service provider	No
Strongly agree	Yes		No	Residents do not only use removal companies to get goods, furniture and larger items to and from their properties. It is important that residents living within the restricted zone have access to time limited parking upon prior agreement.	No	As well as residential access it is important that disabled people are not excluded from the city centre. It would be useful if this consultation where more transparent and provided details of how disabled people could still get access to the city.	See previous comments.	I think it is important that security measures are not blatant like large concrete barriers currently in place at the end of Cheap Street. We want to visitors and residents to feel secure in the city and even subconsciously, if they are faced with anti-terrorism measures this might adversely affect the visitor experience. I hope measures are put in place to disguise such interventions with the use of public realm improvements such as parklets and other forms of places to stop and reflect.	Bath resident Local business	No
Strongly disagree Agree Agree	No Yes Yes	I don't agree with restrictions on any streets	Yes Yes		Yes Yes			This is all well and good, but until councils like BANES take account of the overall comfort of visitors it's just part of the issue. It seems the Covid and security issue has given an excuse to make public toilets move from dire to non-existent.	Bath resident Bath resident	No No

Vehicle access restrictions in the city centre's most crowded streets should be used to protect people from hostile vehicles	Do you agree with the streets proposed to be included in the protected area?	If No, please provide any comments or suggestions	Do you agree with the limits on the use of the streets between 10am and 6pm?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 10am and 6pm?	Do you agree with the limits on the use of the streets between 6pm and 10am?	If No, please provide any comments or suggestions that may help us refine or improve city centre security access restrictions between 6pm and 10am?	Please provide any comments or suggestions that may help us refine or improve the quality of accessibility for all people and replacement car parking facilities for "blue badge" holders	Please provide any other comments or suggestions below	What is your interest in the City Centre Security scheme (please select all that apply)	Do you consider yourself to have a disability?
Response	Response	Open-Ended Response	Response	Open-Ended Response	Response	Open-Ended Response	Open-Ended Response	Open-Ended Response		Response
Strongly agree	Yes		Yes		Yes		I do strongly disagree with this proposal: some wheelchair users, for example, live independently, drive themselves to where they need to be, then disembark to shop or whatever. So if they need to carry something heavy, or ask a shopkeeper or someone else to help them, the assistant can't be expected to travel a long distance to the vehicle. This could be seriously disadvantageous to a disabled person, even if not a wheelchair user.		Bath resident	No
Disagree	No	I am sick and tired of all the extra street furniture, signs and traffic lights popping up all over this city. You are turning a UNESCO World Heritage city into an American city scape of ugliness and uncontrolled destruction.	No	Would only agree to this if the traffic is controlled by real people (perhaps homeless folk) with red flags.... At least they can go home and are far less intrusive than signs street furniture and lights	No	How will you be able to tell if a lorry has a fridge or a bomb! Ridiculous!	Provide motorcycle parking, on street parking for electric vehicles and access with charging points and secure manned parking for bicycles and electric bicycles.	Why don't you get rid of the Bath CCTV control room and CCTV, resurrect a city centre police station and remove ALL street furniture. Let pedestrians, cars, motorcycles scooters etc etc share all space without designation. Should save a fortune and you can put the money towards tackling homelessness and social care.	Bath resident Local business	No
Agree	Yes		No	The problem it's short time to load the van and quick go whit need time from 11 am till 5pm that good so no restrictions at all.	No	Some pole come to work 10 am it's better from 11 am till 5pm				
Neither agree nor disagree	No	The threat of terrorism in Bath is minimal and cutting off access to shops and facilities on these streets is excessive. Over kill. While it is nicer to walk around Bath without traffic, reality says you will kill off shops and their trade. Another nail in the coffin for local shops.	No		No	unnecessary and another example of control. Ideology with it's usual uselessness.	Leave things the way they are!	Just as useful as the Clean Air Zone ideal!	Bath resident Local business	No
Agree	No	Bath's retail centre is inevitably going to contract, would make sense to do this in a managed way, leaving the central spine which is already largely pedestrianised. Adding cross streets to that like Westgate street makes residential use of those streets less practical if deliveries etc are to be banned.	No	If you have residential properties in those streets, access for deliveries as shown under the pandemic is essential - otherwise you end up with inadvertent discrimination making it impossible for less able bodied people to live in that area.	No	As above access for deliveries for residents should be maintained.	If implemented as proposed this scheme would eliminate disabled people from being able to live or visit homes in the centre. Whilst there may not at present be that much residential occupation, with the retail estate likely to contract its worth considering this point now.		Bath resident	No
Strongly agree	Yes				Yes		These security measures should be integral to a strategy to make Bath centre pedestrian priority. Anyone frequenting the centre can see that blue badges are widely misused. This should be addressed so that those with genuine need have available parking spaces. There is, however, no logical reason why those with restricted mobility should have special provision while in a moving vehicle.	Time and again well meant traffic and highways measures in Bath are let down by insensitive and excessive signage and road markings. The package of measure now being proposed should have professional urban design as an absolute requirement.	Bath resident	No
Neither agree nor disagree	No	You should be doing this from an environment point of view as well as safety from vehicle accidents rather than terrorism.	No	Should be a radical redesign that fits 24 hrs	No	24hrs	I think this issue should concentrate on real threats to health from pollution and vehicle accidents		Bath resident	No
Strongly agree	Yes		Yes		Yes			Possibly the most crowded area in the city centre is the Seven Dials, where a variety of streets converge. If I were a person of ill intent, I would see a golden opportunity to drive down Westgate Buildings, which remains open to through traffic under these proposals, to inflict big damage to shoppers, theatre goers, restaurant diners, take-aways and al fresco users of the new open area of Kingsmead Square. Westgate Buildings should also, therefore, be closed to routine traffic. Buses could easily be diverted along James St West and Charles Street. Alternatively install a bus gate at the Westgate Buildings/James St West junction. This would have the major side benefit of enabling the currently horrible Seven Dials environment, a so-called shared space which was completely ill conceived, with no parking enforcement, to become the most wonderful social destination in the whole of the UK. It would also enable the original purpose of the Seven Dials, funded from the DfT Cycling City Ambition Fund, to be implemented, ie cycling from the Griffin pub on Monmouth Street, where the cycle contraflow currently ends, to Westgate Street, thereby creating a direct cycling route through the city centre. Access to domestic and business property parking on Monmouth Street is low and would remain largely unaffected by the introduction of permits.	Bath resident Bath stakeholder / Community organisation	No
Strongly agree	Yes		Yes		Yes		We need to get less people travelling into and around Bath via car - this will ensure that parking spaces will be more available to those who have no other option than to drive, and that they won't have to sit in traffic with other cars that don't need to be there.	Not sure of the reason for the restrictions only applying 10am-6pm - there is really no reason for private cars to need to use these roads at any time of day. In special circumstances, such as a resident needing to load/unload because they're moving, they could apply for a permit that allows them vehicle access for a day. It has been proven that pedestrianisation is good for business, as pedestrians and cyclists are more likely to stop at shops/restaurants and spend money, and it will make the city centre a more pleasant place to spend time. Resurfacing the road to make it look pedestrianised/same as the pavement would also be really helpful in slowing down the vehicles that do enter and encouraging people to walk in the whole of the street.	Bath resident	No
Agree	Yes		Yes		Yes				BaNES resident	Prefer not to say
Strongly agree	Yes		No	There are many small businesses within the area, shops, cafes, holiday homes. Access is already difficult, this will make it more so.	No	Deliveries need to be made.		No doubt a very local, armed response officer will or is available to deal with random incidents	Bath resident Bath resident	No No
Agree	Yes		No	You are discriminating against disabled people needing close access to the centre of town.	No	You need to make it possible for blue badge holders to access streets such as Westgate Street, and increase the number of accessible (ie for a wheelchair user down a rear car ramp) close to the exclusion zone. And police them better than you do at present so they're ONLY used by blue badge holders	You need to provide parking spaces that permit ramp access to wheelchair enabled vehicles. Parallel to the kerb parking spaces do not address this. They will need to be available on both sides of the city centre so that disabled people do not have to drive all the way round the outside of the city thanks to the bus gate.		Bath resident	Prefer not to say
Strongly agree	Yes		Yes		Yes			Milsom Street needs to be integrated in this. Ideal space for pedestrianisation and cafe seating. Only provide vehicular access to electric buses, emergency and maintenance vehicles.	Bath resident	No
Strongly agree	Yes		Yes		Yes			It all seems reasonable and proportionate. And from what I see/deduce I will still be able to do my "dawn raid/supermarket sweep" at Waitrose XX parking on the north side of the "Guild Hall island".	Bath resident	No
Strongly agree	Yes		Yes		Yes			Please see previous answers	Bath resident Bath resident	No No
Strongly disagree	No	The security services and police have powers to track and prevent terrorism. These proposals are an unforgivable attack on personal liberty: what you're proposing is a police state, in which we are all cowed and living in fear. That's wrong. I will never support it. Shame on you for proposing it	No	There should not be any restrictions. Security services and police should do their job. We should not live in fear	No	Please see previous answers	Please see previous answers	Please see previous answers	Bath resident Bath resident	No No
Disagree	No	I think you are going to kill most business in central Bath.	No	I just think it is overkill. We need security but this is too much. I don't have any particular answers but you will put people off visiting.	Yes		You need to give them access, Much more than your proposed plan.	I know we all need security but this seems like overkill to me. You will put a lot of people out of business.	Bath resident	No
Strongly disagree	No		No		No				Bath resident	No
									Local business	
Strongly agree	Yes		Yes		Yes		When will this report? It must be before implementation commences.	Please also consult cycle users on the designs for cycle hoops and bays. Also provide secure on street cabinets for residents cycle storage as in Waltham Forest.	Service provider Bath resident	No
Agree	Yes		No	I am concerned about the many disabled residents and visitors who find access difficult	Yes		My friend has a blue badge and finds accessing the shops very much more difficult now. Whilst I agree with restricting access, maybe we need some parking for disabled, possibly bookable beforehand.	I agree that we need better security, but this should apply to Southhof the river too. widcombe suffers from a great deal of drug dealing and graffiti and we need protection, since the centre of town is now very much in the South of the city.	Bath resident	No
Strongly agree	Yes		Yes		Yes			Concerned that a vehicle could travel along the footway that connects Terrace Walk and Abbey Green. Do we need a bollard here as well?	B&NES resident	No
Strongly agree	Yes		Yes		Yes				Bath resident	No
Disagree	Yes		No		No				Visitor	No
Strongly agree	Yes	A larger restriction zone would be better	Yes		Yes				Bath resident	No
Strongly agree	Yes		Yes		Yes				Visitor	No
Strongly agree	Yes		Yes		Yes				Bath resident	No
Strongly agree	Yes		Yes		Yes				Visitor	No
									B&NES Resident	



Consultation Feedback Report | Bath City Centre Security Scheme | Final | 17.5.21  
Appendix 3 Verbatim Open Email and Letter Responses

CCS Priority & Protection from Hostile Vehicles	Streets proposed	Daytime Access restrictions	Night-time Access Restrictions	Accessibility & Mobility	Other
	<p>For some reason the security cordon misses out this area of the city. John's St is a narrow corridor and in terms of danger to pedestrians would be horrendous. There are also a number of bars in this area and this should be considered part of the Saw Close 10am-10pm closure.</p> <p>I also understand that this is used as a rat run. I hope this area can be looked at as part of this.</p>				
<p>Well you might say "we need to be safe" How safe, as no one is ever perfectly safe. Has anyone calculated the risk of such an event that the Chief Constable is reportedly concerned about. How does it compare with the risks of ordinary life?</p>				<p>I note from today's Chronicle that the Council is considering shutting the centre of the city to those unable to walk far. Please note that Bath's population is skewed towards the older end of the age range than the normal for the UK and that the ability to walk and stand declines accordingly. If the report is a fair one, the proposal if approved would restrict those people from many shops in Bath. I have no information on the effect on the retailers but I cannot believe it would be helpful after lockdown 2</p>	
				<p>I find most of the proposal acceptable, and not likely to be too bothersome, except as follows. Restrictions on disabled access parking seem draconian. Surely it is possible to restrict vehicular access whilst enabling wheelchairs to use (as it were) a side entrance, and to have associated parking eg along Westgate Street? Unless, perhaps, wheelchairs are - not unreasonably - seen as potential bomb-carriers. In that case, they should be even more restricted than is proposed - and in any case motorbikes must be restricted as well, since they too can carry bombs but also cause deaths just like cars.</p>	<p>There soon needs to be very many high-speed charging points throughout the city for electric cars (doubtlessly with penalty payment for fully-charged parkers). How will these integrate with access restrictions and heritage protection in the area under discussion?</p>
				<p>I am so bitterly disappointed to read on my telephone recently that Bath Council are saying they are going to ban all cars from the City Centre, including disabled cars due to the risk of terrorism! Is this happening in higher risk areas of the country like London and Manchester, where attacks have actually occurred? Obviously I feel that terrorism risks out weigh disabled parking spaces, but I do not accept being pushed out of our city due to a possibility. I am so angry that the council have yet again pushed forward with this announcement, on social media, regarding kicking out disabled drivers from the city, when loads of disabled drivers are being advised to stay inside their homes in the lock down! This happened last time during shielding and I think the timing is disgusting. I want clarity on what ideas the council are coming up with for disabled drivers to park themselves and use their city. We pay council tax too. We expect to independently use our city like anyone else. This smacks of discrimination to me. Why should we miss out when we are law abiding citizens already dealing with daily discriminations? Why on earth are we being banned due to criminals possibly targeting our city? I am furious and I will fight this all the way. I think that this decision is taking away Blue Badge holders independence. People do not want to be dropped off and picked up. They want to use their cars like their feet and want the same rights they had before Covid hit. It feels very much like Bath Council are going to force a car free city centre under any heading. It is being pushed through while the most vulnerable in your area are all at home.</p>	
				<p>The second time I repeat that the council have done this. Or third if you consider the deletion of parking spaces in favour of a casino, the police station being closed so disabled bays were taken for police parking, extra taxi ranks and I watched and counted that Bath Council deleted so many spaces even before Covid hit and I know you received my emails about my disapproval about that too. I now plan to get support for disabled drivers to continue to come into their city and park and insist on the same rights as the rest of the UK. This is absolutely unacceptable to take any more parking away. I have noticed it and I cannot be the only one. I will stick up for all the disabled drivers even if the council are doing their best to ignore them!</p>	
<p>Didn't realise we still had a police force in Bath</p> <p>The Landmark Trust is a historic buildings preservation charity which owns the Grade II* listed Elton House on Abbey Green, which it lets for short-stay holidays – all the income generated from this activity is then reinvested into the building. We understand the background to the proposed changes to permanently strengthen on-street security within Bath city centre but these changes will make the operation of our building even more difficult than at present.</p>		<p>The property sleeps ten people and is often booked by multi-generational families. At present the opportunity to drop off and collect luggage and older family members is available but will not be available once the proposed changes are implemented. This will reduce the number of people who are able to book the property which will lead to a reduction in income and leave us with insufficient sums to maintain the fabric of this delicate building. Furthermore we will incur additional costs associated with the delivery of laundry and servicing the building putting further pressure on the available funds for its maintenance and long term preservation. We would ask that you reconsider the proposed restrictions and allow us to continue to effectively operate and maintain an important building in Bath.</p>	<p>see daytime access restrictions</p>		<p>The hours of operation will need to be varied when large crowds come into the city at night - eg Bonfire Night, New Year's Eve.</p>
		<p>Having just participated in the webinar it would be useful to understand how road freight will be able to collect and deliver goods to businesses, within the zone. We have many members and represent more than half of the UK HGV fleet. The RHA is a statutory consultee in this process. It would be helpful to know more about this scheme, to enable a proper response.</p>			
				<p>Can you please confirm that new security bollards still allow passengers to easily reach buses to board and alight – including those buses which have doors in two positions along their roadside. Buses such as Bath Bus Company's tour buses, also have wheelchair ramps at these positions which are frequently used and require a little more space as a result.</p>	

CCS Priority & Protection from Hostile Vehicles	Streets proposed	Daytime Access restrictions	Night-time Access Restrictions	Accessibility & Mobility	Other
<p>The justification for all these draconian restrictions is vague but appears to be that in the past terrorists have used vehicles as weapons in crowded areas. This begs several questions. Why this crowded area? There are many other city centres which attract crowds is the intention to lock them all down? There are other areas of Bath and BANES which attract crowds can we expect these restrictions to spread? Why focus on this particular type of attack? Recent attacks have, for instance, been carried out by pedestrians with knives and rucksacks full of explosives. Does this mean we can shortly anticipate metal detectors and baggage searches before you can enter this part of Bath? However, even if we concede the justification for these restrictions the plans seem to be designed to bear down on residents far more than is justified or equitable to such an extent that it almost seems aimed at deterring people from living in this area altogether.</p>				<p>Anyone living in this area will be essentially trapped unless they are able to walk, cycle or use mobility vehicles to reach shops and other facilities including Blue Badge and general-purpose parking areas. It is admitted that there are as yet no detailed plans for how to deal with taxis and for mobility-impaired residents. Emergency vehicles have five entrances to the area controlled by CCTV and will radio ahead to ensure access. Residents will be expected to book and vehicular deliveries or access by tradesmen several days if not weeks in advance when after a complex bureaucratic review which will require information about things like the vehicle identification numbers and the name of the driver they may be issued with a tightly restricted pass. The area contains St Johns Hospital, Arington House and the Min Building. There will be no parking in this area at any time. The council seems to have given no consideration to helping or compensating residents at all and have only recently started to look at ways of helping even severely disabled residents. The current proposal leave disabled visitors a long way from the most popular shops.</p>	<p>Some example of where we believe BANES should be looking to support residents include: Turning the proposed system for booking deliveries and trade visits on its head. Rather than leaving residents between the rock of an opaque bureaucratic permit process and the notoriously inflexible booking processes of major companies and harassed small traders, residents should be able to contact council officers explain what they need and why they need it and have the council contact the companies concerned gather the information they need and make the arrangements for access. Given the consistent failure of both central government and BANES to provide adequate affordable public transport a car is still essential for many city centre residents. We have already seen a considerable reduction in parking provision and these proposals will add to that. It is time that BANES acknowledged this reality and allocated "residents only" all-day parking in city centre car parks for residents in the area covered by these and other proposals to remove parking spaces. We are advised that these proposals are likely to have an impact on property values in this area and we think that resident thus affected are entitled to get compensated.</p>
				<p>I have read your consultation document with interest and think it handles an important subject well. However I think your restrictions on drop off for the seriously disabled are unnecessarily harsh considering the considerable list of exemptions you suggest. In order to provide access for the exemptions there will be controllable barriers. While it is not practical to allow all blue badge holders through any of these there should be a process available to allow drop-off for the seriously disabled. That does not need to include allowing the drop-off vehicle to stay but there needs to be a reverse ability to effect pick-up. In order to provide access for the exemptions there will be controllable barriers. While it is not practical to allow all blue badge holders through any of these there should be a process available to allow drop-off for the seriously disabled. That does not need to include allowing the drop-off vehicle to stay but there needs to be a reverse ability to effect pick-up.</p>	
					<p>is there any evidence that existing measures have prevented any security incidents since 2016, as claimed on the Council website? the proposed measures will seriously impede the operation of businesses and residents within the proposed zone, including those with disabilities, they may make Bath City Centre seem less welcoming as visitors, hopefully, return, they will also increase Council running costs to operate the various barriers, on top of initial costs to install, the risk of a terrorist incident at which these measures are aimed seems low in practice, in spite of the national picture, on the basis of the types of incidents which have occurred recently, even as far back as the London bombings. These measures seem driven more by the local police wanting to be seen to do something than by hard evidence, and are disproportionate to the risk, this may sound cynical and uncaring, but there is always a balance to be struck between a reasonable level of risk and the cost of precautions</p>
		<p>We are told that you are engaging with companies about how they will work with you and residents to ensure that residents can get goods and services delivered and we were asked to comment about which firms need to be included. To start with we need to consider urgent situations which are likely to require heavy equipment either to undertake work or to replace failed equipment. Clearly leaks of water and gas require arrangements to be made quickly with Utility Companies but also emergency plumbers.</p>			
		<p>Breakdowns of critical equipment like cookers, fridges and heating system require access by electricians, plumbers and white goods sellers. The discovery of dangerous or worn installations requiring rewiring or the replacement of obsolete equipment requires access by plumbers, electrician and utility companies. Loss of telephone and/or internet connection requires access by Openreach and contractors of ISPs many of which have tight rules about how far they will transport equipment by hand. Many vulnerable people in the zone depend on carers and cleaners who often have equipment to carry and are operating to very tight schedules often imposed by NHS subcontractors. However, there are many not urgent deliveries where the proposed arrangements, which seem to be based on commercial deliveries which can are easily scheduled. Residential deliveries are not like that: • Suppliers and their sub-contractors often have inflexible delivery booking processes mediated by machines not people • Unlike shops houses are not permanently manned during working hours • Few suppliers offer to provide details of delivery staff or vehicle identity numbers or descriptions and I doubt if many would be able to • Few suppliers can or are prepared to offer very tight delivery slots the best most offer is 4hr targets. We would reiterate that it is unfair to put residents, particularly elderly residents, between the rock of supplier inflexibility and the hard place of an opaque bureaucratic process particularly one that operates at the glacially slow pace you seem to be anticipating.</p>			
<p>Whilst I agree that towns should consider security against terrorist attack, entering a crowded area by vehicle is not the only way to achieve this - consider the recent attacks by individuals on foot. Therefore I do not agree that the centre of our City should be locked out to all vehicular access.</p>		<p>I attended the webinar Zoom meeting on 24th November and was perplexed and very concerned at the suggestions for arranging deliveries to ones home, i.e. needing to phone a department at the Council in order to give delivery vehicle registration number and driver details. And this to be a fortnight or so in advance. I do not order goods online at all (I prefer to use shops) but I think it is usually the custom for the company delivering the goods to state when they will come, - not giving the customer much option.</p>		<p>Also I am very concerned that disabled, blue badge holding City Centre residents will feel very curtailed, e.g. with parking or the need for a taxi pickup. The very nature of a taxi pickup is not something one books for a fortnight in advance, (in order to give the Council the necessary vehicle details). And blue badge holding drivers who need to get to e.g. the newly positioned Post Office, cannot be expected to walk from the car parks, as suggested in the document. Do you really want to make life so difficult for those people who already have problems?</p>	

CCS Priority & Protection from Hostile Vehicles	Streets proposed	Daytime Access restrictions	Night-time Access Restrictions	Accessibility & Mobility	Other
<p>The protection of Bath city centre from terrorist threat is overdue and the Council's plans are most welcome. Access to the centre during the day by vulnerable groups, eg children or elderly arriving by coach, should be permitted through prearranged agreements</p>	<p>The area defined in the consultation document covers the most vulnerable part of the city but it is surprising the High St and Guildhall are excluded along with Kingsmead Square. If Milcom St becomes traffic free, it too should be considered for inclusion in a security zone.</p>	<p>Making the area traffic free from 10am to 6pm will provide protection when it is most needed and considerably improve the quality of the heritage environment for many visitors. However, wider sustainability is the primary consideration. Those city centre businesses wishing to continue trading in a secure zone must, if they are to succeed, be consulted regularly and kept informed by a Council office with overarching responsibility for the centre.</p>	<p>If the evening and night restrictions (6pm to 10am) on vehicle movements are going to work, then there must be a detailed management plan for residents living within the security zone. Bath city centre is attractive for urban living and upper floors throughout the city are being converted to residential use. How security measures are handled at this time of day will require a high standard of management otherwise the city's important residential function will be undermined.</p>	<p>Reassurance from effective security is only realised when all city centre users are prepared to sacrifice some convenience of access. For example, there will be no more car borne dropping off or picking up. Disability does not, in the majority of cases, mean immobility. Therefore, parking restrictions can include disabled drivers although they should be allocated parking places located closest to the security zone.</p>	<p>How cities are managed has never been so important. They are the economic and social building blocks of the nation. It is interesting to note that Bath's requirement for comprehensive urban management, now so necessary, is being fulfilled not by commercial or social imperatives but an existential threat of terror.</p>
<p>The current Treat Level is cited as the reason for closing streets. To our knowledge Bath has not been subject to a terrorist attack. St Albans, also a Roman City, was subject to an IRA attack in the city centre in 1991 and has not seen the need to impose similar restrictions. Oxford Street, the UK and London's premier shopping street - and prime terrorist target - also considered similar restrictions on security grounds, these were abandoned when businesses realised the adverse impact this would have on their trade. We have asked for, but have not seen, an Economic Impact Assessment for these measures. 14. We have spoken to Avon &amp; Somerset police C/SA and we were led to believe that security measures are being used as an excuse and are not the primary reason for these proposals. The only impact these proposals will have is to the detriment of business and local residents.16. We consider the Physical Protective Security measures are disproportional to the threat. Other terrorism counter measures could be deployed more effectively, as they in the City of London, which do not adversely impact the local economy, businesses and residents.</p>		<p>The RHA strongly objects to the proposals contained in this consultation. This will severely and adversely impact the ability of road freight to operate in the proposed restricted area to make deliveries and collections. 6. All businesses rely on the delivery and collection of goods to enable them to trade. It is essential that these businesses have the ability to receive and collect goods, during normal business hours. Deliveries and collections out of hours are more expensive. 8. Everything in a city is delivered by road. All final mile deliveries are by road freight, the power source is irrelevant, roads are the only way to access business premises. As well as businesses, private dwellings will be adversely impacted. Large, heavy items such as construction materials and heavy furniture will not be delivered, without considerable unnecessary administrative burden and additional cost. Much Road freight operates on a just in time basis, the arrangements for deliveries in the restricted area will be unable to take place under these proposals.</p>			
				<p>Crumbs for people with mobility disabilities. A really check for you! I'm my mums carer. As the years have gone on her mobility has decreased. Her osteoporosis and other conditions has resulted in needing to use a rotator on the ghastly Bath pavements, for relatively short distances- south parade to Iceland (the Shop) Lack of safe ramps make it unsafe even before COVID measures are put in place For longer distances My car with a Blue Badge is essential. The story today Going to XX We had worked out than unless we got mum an appointment at 09:00 use of the car to get her across west gate street was not possible West gate street is blocked off with no access after 10:00 In these COVID times appointments are hard to get 13:00 appointment. We collected her from XX, then drove to the junction with west gate street/Monmouth Street, used to be able to wait with a blue badge but no longer Mum managed the distance to XX. My husband planned to wait with the car but was encouraged to move on by a helpful security worker. On returning after one and a half hour appointment, in h3 rain to discover no transport available where I had expected My mums poor mobility forced me to enter a private property garden so she could sit down where I managed to get my husband back to pick her up where we had dropped her off I now think we are not even allowed to drop someone off these now. So my concern is that disabled residents who have made their life here, supported he economy, contributed to the local community will be forced from their home, because of these new measures.</p>	
				<p>I havnt got the answers, but the approach being taken certainly doesn't feel correct If the concern is to stop potential terrorist threats then use dead ends Make vehicles move slowly using twists and turns but please don't stop disable cars from stopping, unloading close to the services they require. Then what about access for personal care services, such a nightmare This doesn't directly effect my mum as they can still drive to her flat for nightcare support Im pretty sure that the result will be the closure of multiple places that rely on the grey pound. Hollowing out Bath residents, leaving unoccupied properties, increasing areas where begging will increase This is not a NIMBY cry This is a cry to look at the consequences of your actions</p>	
				<p>In response to the proposed permanent access restrictions for Bath City Centre. There are 3 chemists on Westgate Street ( Boots, Superdrug and Lifestyle Pharmacy). Many disabled people use these stores in preference to the main Boots store in Southgate Shopping Centre as that particular pharmacy is upstairs on the first floor and therefore access is not as easy for persons with limited mobility. It takes considerable time (the store is big, busy and often long queues at the pharmacy counter), money (the minimum fee is £3.50 even with a blue badge!) and effort getting from the underground car park to the store and then using the lift (not always available), escalator or stairs and then there's the return journey. Therefore the 3 chemists on Westgate Street are much easier, quicker to access and on street parking for blue badge holders is free for the few minutes needed to pick up prescriptions etc. They are at on the ground floor straight off the pavement, service at the pharmacy counter is quicker as the stores are smaller therefore less busy. I forcefully argue that a few free short stay blue badge parking must be provided either along Westgate Building or Kingsmead Square for access to the pharmacies on Westgate Street. It appears to my husband XX who has Parkinson's that the needs of the disabled are once again being ignored.</p>	
		<p>As if life isn't difficult enough for city centre residents with a steady and determined reduction of our parking spaces, I was shocked to read in two national newspapers today that a security zone is being imposed on the city centre that will mean we have to get approval for home deliveries 20 days in advance. This is madness and is not at all justified by so-called concerns about terrorism. It seems to me to be another excuse for B&amp;NES to turn Bath in to a car free zone with no thought of its daily impact on residents and local businesses. Does B&amp;NES want families like mine to live in the city centre or not? With shops relentlessly forced to close, it has been suggested retail outlets could be turned in to homes but this seems unlikely with this council's negative attitude. What does seem clear is that the council dislikes cars more than they like residents or local businesses.</p>			

CCS Priority & Protection from Hostile Vehicles	Streets proposed	Daytime Access restrictions	Night-time Access Restrictions	Accessibility & Mobility	Other
				<p>I cannot believe what I have read. Worried about terrorism?? Terrorists strike anywhere. Have you any reason to think Bath is especially at risk - seems unlikely? I lived through the IRA bombs in London - no one suggested banning cars! I am aged 83, have a blue badge and walk - not far - with a crutch. Do you only want the young and fit - as long as they do not have small children? There is no way I would visit Bath if I could not drive or take a taxi. The last time I was in Bath I stayed in a hotel - drew up outside - they took my car away to park it somewhere. I was attending a wedding at Bath Abbey - took a taxi there and back. There is no way I could now walk far around Bath to shop or go to restaurants. All this required and requires vehicles. I believe the XX name is well known in Bath. The late XX attended my parents' boys' prep school. I repeat - do you only want the young and fit in Bath?</p>	
		<p>Can you explain to me how any of these scenarios can be acted on. Private residence within proposed area; Repairs, replacement of fixed equipment i.e central heating boilers. Small building works Electrical and gas safety repair and replacements. Emergency repairs. All requiring vehicle access.</p>			
				<p>This is a response from the Vineyards Residents Association to the consultation on the proposed road closures in Bath city centre. Vineyards is directly affected as we are in the Bath central area and in the city centre Controlled Parking Zone (CPZ). Our comments: 1. Reducing non-essential traffic in Bath city centre is a good thing. We have long supported 'a city centre free of all but essential traffic' (an aim of the Local Plan). 2. However, 'essential' traffic includes access by city centre residents, as well as for deliveries and services. The proposed Local Plan update includes the requirement to 'Retain vehicular access for residents and businesses' (ST5, page 45).</p>	
				<p>These proposals are inconsistent with that requirement. Access to the area will be required for service vehicles, deliveries, etc, so there will have to be arrangements for access for some vehicles. Since access will be controlled by ANPR cameras, surely a way can be found to allow car access by residents of the area? 3. Residents are the lifeblood of the city and Bath has an unusually high number of residents in the city centre. These residents animate the city (particularly important in the evenings) and maintain the historic buildings. The Local Plan recognises the importance of supporting city centre residents. These proposals should be amended to allow access by residents of the area. 4. There has already been a reduction in parking space in the central area due to the Covid restrictions which has impacted on the ability of central area residents to find parking spaces. If this proposal proceeds, residents of the affected area will be forced to park elsewhere in the Central Controlled Parking Zone. This already has extremely high parking occupancy rates and parking is always difficult for residents. Meter parking in the Central CPZ should be eliminated to give priority to residents. This would also reduce traffic coming into and driving around the central area looking for parking, and so reduce overall traffic volumes and emissions in line with the aim of the Climate Emergency declaration.</p>	
<p><b>As citizens of Bath we are most concerned at the Council's proposals to limit vehicle access to the city centre. The proposals appear to simply be an excuse for this Council to pursue its anti-car agenda and its wish to ban all cars from the centre of Bath. This is a totally unnecessary proposal using anti-terrorism, a hypothetical and unlikely scenario, as its excuse. The Council should not waste taxpayers money on such a false premise.</b></p>		<p>We understand that there would be restrictions on deliveries to city centre residents whereby they would have to seek the Council's permission and give twenty days notice of any delivery, which would be outrageous. Parking facilities in Bath are totally inadequate and due to become even worse.</p>		<p>The impact of such discriminatory measures on those with profound mobile disabilities. One person we know with disabilities has said they would never be able to go into Milsom Street or have access to the Theatre should these proposals proceed.</p>	<p>When we first moved to Bath many years ago, the city centre was an attractive and desirable retail centre. This has changed, stores are closing, there is an alarming number of boarded up and empty shops and this was happening even before lockdowns and there will be more. As a retailing centre when compared to other cities of a similar size, and we would cite Chester and Norwich as examples, Bath compares very poorly. The Council needs to be encouraging people and quality retail businesses into Bath and not the opposite. These proposals will only exacerbate this problem. We are also concerned generally at the Council's obsession with cycling. The Council has spent large sums of taxpayers money on cycle lanes which are quite simply not used and it is time that the pretence that they are ceased. These lanes narrow roads, making them more dangerous and scruffy bollards on certain lanes have now been installed. Further sums have been spent on e-scooters which, again, are not being used except by some young people jay riding at weekends, they are left lying around the city and are an eyesore.</p>
<p><b>Please make public what this terrorist threat is that I keep hearing about? Is the council hiding information from everyone? What is going on? Is ISIS back in business? I find it hard to believe that the council would be spending time and money on preventative measures without just cause. I worked in Bath when there was concern about IRA activities and I remember the general concern, searching bags etc at the time. It wasn't fun.</b></p>					

CCS Priority & Protection from Hostile Vehicles	Streets proposed	Daytime Access restrictions	Night-time Access Restrictions	Accessibility & Mobility	Other
<p>Why, in the considerations for city centre security, are there no proposals to include the most visited areas of the city? Pulteney Bridge bombed would be very spectacular as would The Circus and The Royal Crescent. What about the rugby ground with its under-stand parking... On match days that would be devastating. The proposals mention making residents and visitors 'feel secure' - if people are constantly reminded of 'terrorist threats' then they are likely to be anything other than feeling secure, especially when they can see what a travesty the whole 'security' is. Surely, precisely the purpose of terrorism is to frighten (terrorise) a population? Where in the city centre security plans have you considered the fact that bombs could be walked in, bicycled in? The Manchester Arena bomb was in a backpack... Again, what on earth would stop a terrorist from arranging a van for a 'delivery' or 'emergency plumbing' etc. to anywhere within the proposed cordon. It would take very little intelligence or ability to circumvent these proposed measures. Ask yourself, if a terrorist was determined to place a bomb within the city centre security cordon, would it be very difficult? Lastly, why on earth do you think that Bath would be an attractive target for terrorists? The only terrorist activity in Bath was a rather half-hearted and very small bomb placed in the entrance to The Corridor by the IRA, that was in 1974... 46-47 years ago if, on the other hand, this is about pedestrianisation of the city centre to satisfy the Lib Dem's Green credentials then its a pretty good job</p>					
<p>I wrote to you with regard to my concern with the proposals to limit vehicle access to Bath city centre and neighbourhoods, specifically in regard to the negative impact on the disabled, being unable to access where they need to go. This goes beyond disabled parking, and should include the ability to drop off by vehicle very near to the required location. A disabled space in a car park is insufficient if your ability to walk is severely impaired. I have copied this to XX, who I understand leads on this matter.</p> <p>You may be aware of the decision in the High Court on 20th January quashing a 'Streetspace' proposal by the London mayor. I have found this QC's summary of the judgement. I quote the relevant sections with regard to disability. <a href="https://www.ftchambers.co.uk/news/high-court-quashes-mayor-londons-streetspace-plan-and-tfhs-bishopsgate-traffic-management-wednesday-20-january-2021">https://www.ftchambers.co.uk/news/high-court-quashes-mayor-londons-streetspace-plan-and-tfhs-bishopsgate-traffic-management-wednesday-20-january-2021</a> The High Court has today handed down two judgments in R (UTAG &amp; LTDA) v Transport for London &amp; Mayor of London [2021] EWHC 72 (Admin) and R (UTAG &amp; LTDA) v Transport for London &amp; Mayor of London [2021] EWHC 73 (Admin) High Court found that Mayor and TfL had failed to have proper regard to the public sector equality duty ("PSED") pursuant to section 149 of the Equalities Act 2010 (Ground 2); On Ground 2 the judge considered first the Streetspace Plan and the associated Guidance, which referred to the PSED, but was not informed by any sort of equalities impact assessment. Turning to the A10 Order, the Judge found that even though TfL had conducted an Equalities Impact Assessment in relation to the Order, in reaching that decision TfL had acted in breach of the PSED. On close consideration the Judge found that the EqIA produced by TfL did not meet the required standard of a "rigorous" and "conscientious" assessment conducted with an open mind.</p>					
<p>Rather, it was "inconsistent and irrationally underrated the risk". As the Judge said, "Most worryingly of all, the Equality Impact Assessment read as if its purpose was to justify the decision already taken". All three decisions were thus found to be unlawful on this ground. BANES have drawn up their detailed proposals - <a href="https://www.bathnes.gov.uk/sites/default/files/bath_city_centre_security_web_doc_final.pdf">https://www.bathnes.gov.uk/sites/default/files/bath_city_centre_security_web_doc_final.pdf</a> which include a future intention to conduct a disability study. The Council recognizes this reduces the current quality of parking for disabled and mobility impaired people. This cannot be replaced within the security zone. Spaces for blue badge holders are available at Southgate and Council car parks, and the Council is also commissioning an independent pan-disability study in relation to the city centre access restrictions currently proposed. This will engage with stakeholders to help identify a package of measures to mitigate the impacts on the disabled community and those with mobility issues." This demonstrates the extent plans themselves were drawn up without the results of this proposed disability study. "Justifying a decision already taken", to quote the judge, is unlawful. Mitigation after the event is, I suggest, insufficient. Prima facie, this proposal leaves the council open to litigation, which would be very expensive for the council tax payer.</p>					
<p>The council may wish to seek legal advice. A potential solution that the council may wish to consider is to link ANPR cameras to moveable barriers to let registered local blue badge vehicles into restricted areas. This will enable required access and ensure security from terrorist vehicles in restricted areas - if not from knives, guns or bombs that can be carried or worn. Terrorists will naturally find alternative methods. Has a terrorist threat assessment against Bath specifically been conducted, and if so, do the proposals sufficiently mitigate this threat? I do hope we can find a way forward that meets the needs of all the community.</p>					

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					<p>Bath Preservation Trust understands the need for safe and welcoming streets and anti-terrorism measures.</p> <p>We support using this necessity to increase pedestrianisation in the city centre, and improve public amenity, subject to addressing disabled access concerns.</p> <p>We welcome a design approach that seeks to protect Bath's heritage, and the criteria set out in the consultation.</p> <p>In relation to the purpose-designed and reinforced street furniture we reiterate our key considerations in relation to any new interventions in Bath's historic public realm including:</p> <ul style="list-style-type: none"> <li>- The importance of establishing a coherent, Bath-specific approach to street furniture.</li> <li>- The avoidance of discordant designs within the conservation area.</li> <li>- Designs that accord with and take reference the Pattern Book for Bath.</li> </ul> <p>We recognise that bespoke design solutions for street furniture and bollards are likely to be too expensive. So, where possible in order to reinforce the character of Bath streets, we recommend that bollards are recessive in colour, probably black, and have a cast iron 'look'. And that street furniture takes some reference from the Pattern Book.</p>
<p>I write to express concern in respect of the nature of the consultation process relating to our Council's plans for enhanced security within our city centre zone. Let me first refer to the principle that is presumably and therefore understandably embedded in the general rationale for such a scheme. One of the prime responsibilities of our elected local or national politicians must always be the safety and security of our citizens, our city's visitors and our public realm. Indeed, one could well argue that this is in fact the absolute prime responsibility of our politicians and as such one would commend our Council's assumed objective in making more secure the environs of our city centre. Those who choose to challenge the legitimacy of our Council's rationale for their endeavours on this subject by suggesting that either our city itself is not a potential target or that potential terrorists only have a particular modus operandi, which is not in some way relevant to our city, could perhaps at best be viewed as somewhat naive in their thinking. Our Council is absolutely correct to continually challenge the prevailing effectiveness of our city's security measures.....indeed, we would be more justified in criticising them if they did not undertake such reviews. Terrorists, as we know, do not hesitate in the malevolence of the "mechanisms" that they use to inflict the highest possible level of casualties and suffering. Over the years even Bath has been the subject of attack, albeit and thankfully to date an apparent isolated incident, when in December 1974 an IRA bomb exploded in our city centre. That somewhat distant incident did not involve vehicles being used as part of the planned explosion but more recent terrorist activities certainly provide evidence of a wider spectrum of locations and devices used by such individuals or organisations.</p>					
<p>Notably at a Christmas market in Berlin in December 2016 where 12 people were killed and 56 others injured and also in the Promenade des Anglais in Nice where a vehicle was used to drive into crowds which resulted in the deaths of 86 people and the injury of 458 others. Nice, a city of many local residents as well as tourist visitors - not dissimilar to Bath in that respect, was completely unexpecting of and therefore unprepared for the nature of such an atrocity. For those who might regard Bath as a city off the 'radar' of potential terrorist activity, they should perhaps re-examine their logic. Whatever the warped nature of the individuals who perpetrate such acts one thing they certainly seek is the widest possible range of global publicity. A potential explosion in Bath some might well believe would have inconsequential impact and hence we would be ignored by such terrorists.....an explosion in "Bridgerton", perhaps bizarrely, might however well attract world-wide attention and headlines.</p>					
<p>In short, we all therefore and in particular our Council should always remain vigilant and are correct to make all efforts to make the security of our city as robust as possible whether that be in terms of our streets overall or our city centre or indeed in terms of high profile concerts or other major activity events held within our city. The above being said, what is also immeasurably important is that where 'innovations' that the Council is considering making, particularly impact upon our residents, then the consultation process must always be as thorough and robust as the original rationale for undertaking such action. Self-evidently, this does not appear to be the case with respect to this particular consultation to date. Significant disruption is likely to be caused to, in particular, those residents who live within the Council's current 'definition' of our city centre. CARA has a number of concerns in relation to the consultation process relating to the city centre security zone. As a neighbouring residents association we would echo TARA's observations about the apparent dis-proportionate impact that some of the suggested measures will have on people living within the proposed zone.....imaginative methods must surely be available to eradicate these very understandable concerns. Whilst commending what we assume to be the best and appropriate intentions of our Council in terms of creating an enhancement to the security 'regime' in some of our most significant and most visited streets we would urge that a meaningful dialogue with all city centre residents and other stakeholders be re-initiated as a priority in order to establish a solution which works effectively for all parties all of whom, we suspect, are keenly interested and for the correct motives in this vitally important matter.</p>					
				<p>With regard to the risk of terror attacks in the city centre, while I appreciate some security measures are desirable, your proposed OTT plans for the unfortunate residents lack any real thought as to how they will cope with day to day life, once their homes become part of the equivalent of a middle class ghetto. Totally heartless. I'm quite disgusted and I voted for you.</p>	

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				I am really concerned about the proposed restrictions planned for Bath city centre. This scheme is far too extreme, the proposal too complicated and too confusing. This will negatively impact on our traders in the city, local residence, people with disabilities and the Elderly, all of whom rely on being able to get in to the city with ease to access vital facilities. I understand the desire for a car free centre and urge you to re-think this proposal.	
		I have huge concerns regarding local tradesmen with these proposals. Please take into account that people do need to be able to make a living and you should be supporting that not making their jobs impossibly hard.		My other huge concern is for people with disabilities. There clearly will not be enough parking for the disabled. This needs to be addressed so that no one is discriminated against. It has to be access to all in our city.	
<p>Instead of listening to your long term residents who have been loyal to Bath and its city centre up till now, this situation has become a great deal worse with the recent 'exclusion zone' being created in Bath purporting to be 'for security reasons'.</p> <p>However this is also an obvious sham, wasting money that could be better spent on improving the substandard adult social care system we now have in Bath where the elderly and disabled are being denied the public services they need and are entitled to, though also charged exorbitant sums on top of their Council taxes by B&amp;NES Council, causing real hardship and a lowering of the quality and standard of living for the real Bath residents, which is now giving us a bad name across the country and internationally.</p>				Bath says it has a growing elderly population, many of whom live on the hills surrounding the city so these (including myself) will NOT suddenly be taking to bicycles to do their shopping no matter how many cycle routes are being created, which seem to be creating more hazards to unsuspecting disabled pedestrians and blue badge holders, not less.	Residents are being discriminated against in favour of non council tax visitors such as tourists and students but these will soon find better places to go with more life, diversity, culture and vibrancy than Bath which is already happening as B&NES Council gradually destroys the city centre excluding the very people who made Bath as attractive as it was for visitors, until now... The obvious mistakes being perpetrated by B&NES Council have been made by other cities and towns which have become shadows of their former selves and have gone down hill fast. They have become faceless, dull, lifeless and certainly nothing special over other places who believe in making their cities and towns MORE inviting and convenient for their residents and visitors, not less. There have been many examples already where visitors have said 'never again!' about Bath and this message is being passed along at the speed of the internet. The downward turn in Bath's fortunes caused by B&NES Council will certainly accelerate with the creation of this new ridiculous exclusion zone and all of us find much better, less stressful places to go to for our shopping and entertainment, for good. It is not our wish to INCREASE our carbon footprint but this is what B&NES Council is increasingly and deliberately forcing us to do as well as diminishing our quality of life, our economy and visitor attractiveness.
<p>I am writing to oppose your plans to get rid of cars in Bath City under your prevention of terrorism idea. I do not believe that hundreds of innocent, law abiding citizen's lives should be affected on a daily basis for a 'might happen' event. The Police have even said there is no evidence of an actual threat. I believe this idea will not only scare locals, visitors and will constantly remind them that the council believe that we are under threat. London has not instilled this idea or Manchester or anywhere else that has been attacked recently. How do you propose to protect us if a terrorist decides to use one of those to ram an electric scooter at full speed into people or a shop window, or someone with a back pack on with an explosive device like in Manchester or a knife attacker as was the last sad attack in a park? Terrorists do not just attack in vehicles.</p>		<p>Why should home owners or renters need to pick up their parcels from an external address when they are perfectly entitled to have their parcels and shopping delivered to their home address? This must be an infringement on their rights and consumer rights. Have you considered how the elderly or disabled home owners are going to manage this and in the middle of a pandemic? The idea that they need to get 20 day permission in advance or apply for a one-time access permit for a bigger item like a washing machine and for when they are moving house is completely unreasonable and any spontaneity will disappear from their lives. This must be against some law or human rights. Also how will disabled people who live in the centre get to their own homes if you take away their parking rights? Would you like to organise your life in this draconian way?</p>		<p>If you get rid of vehicles, why are you allowing electric scooters, which are being used on pavements? They are a health and safety risk waiting to happen as disabled, elderly, people with poor vision, slow reflexes and lack of hearing will not get out of the way on time and could be severely injured. This is an accident waiting to happen and they are not Covid secure as I bet they are not being disinfected between uses. My main objection to your proposals is that I am absolutely furious with your suggestion that the council are about to take my rights away as a disabled driver. The only help I get with my life and lung disease is a blue badge that I pay for myself. We have every right to be able to drive in ourselves without your patronising suggestion of forcing us to be dropped off and picked up like children. I will fight you all the way on this. In my opinion, removing disabled parking in Bath City Centre goes directly against the Disabled access rights and the Disability Discrimination Act. I am going to seek legal advice about this. Using a bus is not possible for all disabled people especially those with hidden disabilities such as heart and lung conditions. The walk to the drop off will be too far for many with shopping and they are used to going straight to their own property to unpack not be suddenly told they cannot. Also we are not recommended to use public transport or taxis in the pandemic. The Disability Discrimination Act 1995/2005 it clearly states that people with disabilities have the right to access everyday services such as shops, hairdressers, post offices, banks and places of religious purposes. It clearly states that access is not only about a physical means of entry but making services easy to use for everyone. This will not always be possible if you take disabled driver's independence and rights away.</p>	<p>I have been writing to the Council for over a year now to complain that the disabled spaces in our city have been removed, deleted, without public consultation. I calculate at least 30 disappeared along Saw Close in favour of the new Casino being developed and has now been replaced with loading bays in favour of deliveries rather than the health of elderly and disabled residents. More disappeared in favour of a 'temporary' taxi rank in Orange Grove. Everything was changed around the Guild Hall where there are now only 5 disabled parking bays and lots more priority has gone to loading bays which are completely empty at the weekends which seems like a very poor use of space and very badly organised. During the first lockdown when most disabled drivers were asked to shield inside their homes, without consultation the council stopped parking all along Westgate Street and Queen's Square. I understand why due to social distancing but it was an unfair move to find out when we came back out again, that we could no longer park safely in our City. Also people with blue badges used to be able to park in Milson Street. No way now. During the 2nd Lockdown when we had to stay inside again I was absolutely furious to discover you had painted vertical yellow lines on Bridge Street outside of the Victoria Art Gallery, which is a lifeline place to park now you have removed so many parking spaces already. Again with no consultation at all I will continue to oppose this terrible injustice and I represent my disabled friend who has no access to a computer to complain for herself. On this matter I would like to ask how on earth you have consulted people who are going to be massively affected by this and have no representation or use of computers to complain themselves?</p>
				<p>Under this opposition point I would like to represent my pupils who have ASD and would not be able to use public transport. Some find this very distressing indeed. People should be able to choose when they travel to their city to use the facilities, not have to wait until someone can drop and pick them up which is often very distressing for them. When someone is dysregulated, waiting is not an option.</p>	<p>You are not enabling us to have independence which is disgusting in today's society. The Government has been shielding people all year whilst our council seems very intent on ignoring our rights and excluding us! I look forward to hearing that this has been cancelled as I cannot believe that this is in the best interests of the residents of Bath City and I am ashamed of my council for even suggesting such horrible, discrimination on the pretence it will be protecting us when we all know this council has been trying to get rid of cars for years. We own one electric car and a hybrid so we are not big polluters either.</p>
				<p>SUGGESTIONS FOR SOLUTION TO REDUCTION IN PARKING FOR Blue Badge holders (BBH)</p> <p>Disabled Parking Spaces lost due to current restrictions</p> <p>Milson St 4 spaces at top outside Paperchase</p> <p>3 or 4 spaces Upper Borough Walls fairly recently created (from Midday) to replace the BBH lost in Saw Close yellow line loss in Barton Street which was turned into permit parking so is now always full</p> <p>The 4 spaces in New Bond St are still there if people realise you can access them via Old King St/John St and Quiet St!</p> <p>Yellow Lines Lost</p> <p>Barton St yellow line loss which was turned into permit parking 2 years ago so is now always full</p> <p>Ercead St Bollards</p> <p>Milson St At Bottom (Rd Closure)</p> <p>Kingsmead Sq and rd leading into it (Road Closure)</p> <p>Cheap St/Westgate St/Upper Bough Walls Road Closure</p> <p>York St Road closure</p> <p>Bog Island Bollards</p> <p>Momnouth St opposite Halfords/Tesco Bollards</p> <p>Dead end at by Forum bollards</p> <p>Queen sq Some ends or rows of paid parking</p> <p>On Street Pay Parking Lost which is free and unrestricted time for BBH</p> <p>The length of Milson St on RT hand side</p> <p>Walcot St outside Harvest and in the bend northwards Street by the Forum</p>	

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				<p>3 sides of Queen Sq                      Monmouth St. entire length near Ustinov                      Monmouth St outside Halfords                      Monmouth Place                      Chapel Row all</p>	
				<p>Proposals for increase BBH parking                      1.Abooth charges for BBH in Banes car parks                      2.Broad St Car park, current provision 5 spaces. Increase to 10                      3.Remove/reduce parking spaces in Quiet St. to provide either BBP or yellow lines. This was a good place to park before it was converted to Pay and Display, now its always full                      4.Remove no loading marks in Henry St to keep Double Yellow lines available                      5.In Street by Forum provide BBP spaces                      6.Remove bollards in Monmouth St. to allow either BBP or single yellow lines...near Halfords and near the Ustinov to replace lost parking in Kingsmead Sq                      7.Seat off Kingsmead Sq further north to allow the street with the shops (sorry, cant remember what anyone of these are called) to be marked for pay and display and provide 4 BBP spaces. The parking could be end on to the pavement which would allow access and egress. This would retain the integrity of Kingsmead Sq for the open space desired                      Increase BBP in the Street linking Gainsborough hotel with stall street. There are currently 4 BBP spaces limited to 4 hours. when I visited yesterday around 4pm 2 were free. Usually these are full. There are BBP spaces in Westgate Buildings leading to Stall street but these are usually full.                      Even these measures are by no means replacing the amount of parking that has been removed and was accessed particularly by BBH. If you add the amount of Pay and Display also lost it is a huge amount.</p>	
				<p>All this comes following restrictions to access Yelow lines in Stall St, street leading to Abbey green, ( By M&amp;S) end of York St leading to Stall St. all implemented over a period of time.                      It would be a good idea if Banes sent a surveyor to measure the length of available parking lost both yellow line (single and Double), Pay and Display parking bays on street and BBP. This is the measure of the problem now faced by BBP, many who are elderly, use walking aids. As well as disabled younger people. Blue badges are not always awarded to physically disabled people but also to those with hidden disabilities and I feel strongly that many of Banes residents are being forgotten by the local authority.</p>	
				<p>I note the LOCAL AUTHORITY revisited its Equality Impact Assessment on 30/7/20and has provided further comment in relation to BBH. However, it continues to use the word "may" in relation to adverse impact (3.3) which falls far short when clearly there is a definite adverse impact so should be recognised by the word "will".</p>	
				<p>Review of the map of City Centre spaces for Blue Badge Holders. pages 7 and 12 of the document Bath City Centre Security.                      1.Missing bays for Blue Badge Holders                      4 spaces at top of Milsom Street on left hand side                      4 spaces at the Theatre Royal end of Upper Borough Walls, ( these were available from 12 noon as it was Loading only before then. These were created about 3 years ago after yellow lines in Barton Street were turned into residents Parking                      2. Single and double yellow lines removed                      In this section I have included recent changes such as the pedestrianization of Kingsmead Sq and the removal of yellow line parking and pay and display spaces as a result of widened pavements owing to the pandemic                      Avon Street on the north side of James street West. Pay and display parking on left and right hand sides plus yellow lines lost.Kingsmead Sq; loss of single yellow lines on top edge by Boston tea Party and loss of double lines in the bay on the right hand side near Sicox and sons                      Westgate Buildings loss of single and double yellow lines on entire length of right hand side and a couple of spaces outside Halfords                      Yellow lines around the Cross Bath near Little Theatre Cinema                      Quiet Street: Loss of yellow lines when Pay and display was installed.                      This meant previously available parking for BBH was lost as the P&amp;D spaces are rarely available. Since the pandemic 2 P&amp;D spaces have been converted to Blue Badge Bays</p>	
				<p>Milsom Street: On right hand side all the P&amp;D parking the entire length of the street has been lost along with the single and double yellow lines along a large Part of the left hand side                      Broad Street loss of single lines (available 10 til 4pm) owing to pavement widening during the pandemic                      Walcot Street Pay and Display lost outside shops on west side                      Somerset St: Loss of P&amp;D bays as well as yellow lines because of pandemic pavement widening                      The Cross Bath: Loss of access to yellow lines by proposed installation of bollards at junction of Hot bath St and Beau St (particularly valuable for BH parking for the Little Theatre and Help the Aged Day Centre.                      Queen Square: loss of pay and display and yellow lines on 3 sides of the square owing to new traffic scheme and pavement widening for pandemic                      Monmouth St. Loss of pay and display owing to pavement widening for pandemic                      York St. Loss of Pay and display as well as yellow lines. The end of York street near Stall street was cut off some time ago, this was a very convenient place for BBH to park for the middle of the shopping centre. Also, when the lines on Terrace walk were effectively removed from use by BBH by the imposition of No Loading restrictions this was a further reduction on available parking for BBH.</p>	

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				<p>The road closures that have already happened have had knock on effects on other yellow lines. Eg the yellow lines in Bridge Street alongside the Victoria Art Gallery are occupied by delivery vehicles who cannot access the closed off shopping area and George St available for BBH 10 till 4pm is again taken up by vehicles unable to access Milsom St. The issue of low traffic neighbourhoods (LTN) needs to be addressed as this will have an impact on available parking for everyone. For example I hear that the Circus and Gay street may be come part of such a scheme and so a large swathe of P&amp;D and residents parking available to BBH as well as yellow lines will be lost. The LTN document states that BBH who live in a LTN will be given a permit but those who do not live in the area will not be given a concession. This needs to be urgently addressed as BBH will want to visit family and friends and their blue badge will not be valid</p>	
<p>The principle of the proposed security measures is supported, but a hotel development at the former Mineral Hospital must be able to operate efficiently in terms of the deliveries it would receive such as linen, food and beverage, and the items to be collected from site such as laundry and refuse.</p>			<p>We acknowledge the restrictions between 6pm to 10am would permit the deliveries and servicing at the hotel. The location and size of the loading bays would need to be confirmed and we would be pleased to discuss this further with officers. However, deliveries for consumable and perishable goods especially, would also have to take place during the day when vehicles would not be permitted to use Upper Borough Walls. The current scheme makes no allowance for this which would affect the re-use of the former Mineral Hospital and many other businesses on Upper Borough Walls, Saw Close, Westgate and Cheap Street. Suitable mitigation in the form of nearby loading bays outside of the security zone should therefore be provided for the re-use of the Mineral Hospital and other businesses on Cheap Street, Westgate, Saw Close and Upper Borough Walls. We understand this is happening to some degree now as part of the current temporary restrictions due to the Covid-19 pandemic. We understand there are existing loading facilities on Westgate Buildings, Mornmouth Street and Barton Street, but it would be necessary for additional dedicated facilities to be provided on these streets or on New Bond Street at the end of Old Bond Street for example.</p>	<p>The proposed hotel would not be anticipated to attract a significant number of vehicle trips largely due to its central location accessible by walking, cycling and public transport. However, guests and visitors, particularly those that may be mobility impaired, should be offered a choice of means to reach the hotel which would also include by private vehicle or taxi, for instance from the railway station. This is not currently accommodated within the scheme being consulted upon. The security restrictions would not allow private vehicle or taxi access to use Upper Borough Walls. The dropoff and pick-up and "blue badge" parking requirements outside of the secure area would need to be provided as mitigation for guests and visitors to the proposed hotel and other businesses effected nearby. These will need to be available close-by for those in wheelchairs and carrying bags. In our view, additional pick-up and drop-off facilities could be provided on New Bond Street, Trm Street, Barton Street or Mornmouth Street.</p>	
<p>We fully support the improvement of Security in the City Centre, the proposed static and sliding bollards and the proposed street pedestrianisations plans</p>		<p>2. Bath Abbey Weddings and Funerals – we need to be able to park wedding vehicles and hearses next to the Abbey (along the North side) before Cheap Street so that wedding parties and funeral parties can easily access the West Doors of the Abbey. Ideally we would like the vehicles to go through the sliding bollards at Cheap St and to park outside the West Doors, however if this is not possible, we can accept this, so long as we can park alongside the North side of the Abbey.</p> <p>3. Deliveries / Contractors. We usually accept deliveries via our office XXX. We understand that York St will be pedestrianised with sliding bollard access for vehicles looking to make deliveries or for contractors working on site. We can accept these arrangements and will be able to pre-notify you of deliveries/contractors arriving.</p> <p>4. Fire services. The local fire brigade have advised us that in the event of a fire in the roof of the Abbey, they would need to access the roof via the Orange Grove / East End side and they would need their vehicles to get between Kingston Buildings and The Abbey. So long as this is possible, we can accept the static bollard scheme around the Abbey.</p>			
	<p>I am shocked to see green street not included in the proposals.</p> <p>I XXXand I'm amazed no-one has been killed or seriously injured yet. Green street as you know is a very narrow one way street, with shops either side of narrow pavements. With the bus gate row on Milsom street, and the inability to actually go anywhere using Green Street due to the Bus gates at the bottom of New Bond Street, it seems very odd that this hasn't been mentioned. This is a very busy little street with high footfall and if your proposals are anti terrorism, then this surely should be looked at. The amount of cars which travel the wrong way down green street is horrific, yet alone the speed at which vehicles turning left into green street travel at. It was only yesterday a car must have been doing in excess of 30mph.</p>				