

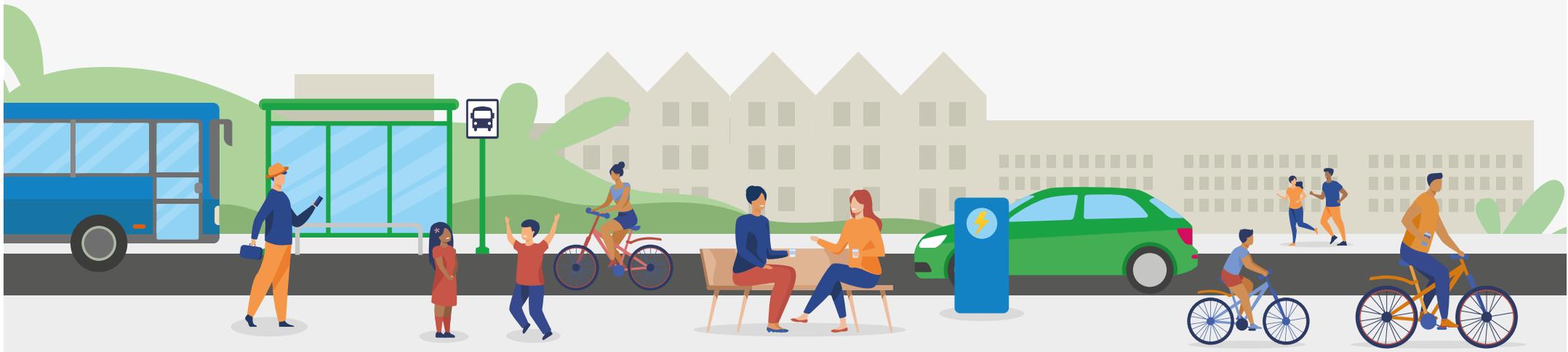
Bath & North East  
Somerset Council

Improving People's Lives

Public Consultation, Autumn 2020

# Liveable Neighbourhoods

Better health, environments and spaces for people and business



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# Foreword

Our neighbourhoods are important, providing many services for the local community alongside homes. But to be fit for the future, they need to provide better opportunities for pedestrians and cyclists, and sufficient electric vehicle charging points to encourage a major shift to active and sustainable transport.

We've prepared three strategies, summarised in this document, which will help to achieve this:

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

Our aim is to create 'liveable neighbourhoods' that will breathe new life into residential areas by reducing the dominance of vehicles and rethinking how road space is used.

The idea is to provide fairer access for those who prefer to walk or cycle (or who don't have cars), and create healthier outdoor spaces for everyone to enjoy. This includes better walking and cycling routes, and vibrant local high streets where people can relax outside and connect with others, without the hazards and pollution associated with vehicles.

During lockdown, you'll have seen what a difference fewer cars can make to communities - how much cleaner the air is and how much more pleasant it is to walk and cycle about. Perhaps you've noticed improvements to your own health as a result?

We know that cycling to work is associated with much lower risks of developing cancer and heart disease. We also know that a more active lifestyle, such as regular walking, can reduce the risk of depression and isolation. And now, more than ever, we need to look after our health to protect us from the worst effects of Covid-19.

Let's grab this chance to build on what we've learned, and to make the long-term changes we need to meet our climate emergency targets and get everyone more active in safer, healthier streets.

This consultation is your chance to find out more about liveable neighbourhoods and to have your say on our approach to developing them. It's also a good time to come together with others to identify whether a liveable neighbourhood could help to solve issues in your area.

**Please get involved and give your feedback at [www.bathnes.gov.uk/liveableneighbourhoods](http://www.bathnes.gov.uk/liveableneighbourhoods) by Wednesday 14 October.**

**Joanna Wright**  
Cabinet Member for  
Transport Services

**Neil Butters**  
Cabinet Member for  
Transport Services

**Rob Appleyard**  
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Adult Services

**Sarah Warren**  
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Climate Emergency and  
Neighbourhood Services

**See how the London Borough of Waltham Forest created a liveable neighbourhood.**



**Watch now**



45% lower risk of  
developing cancer



46% lower risk of  
heart disease

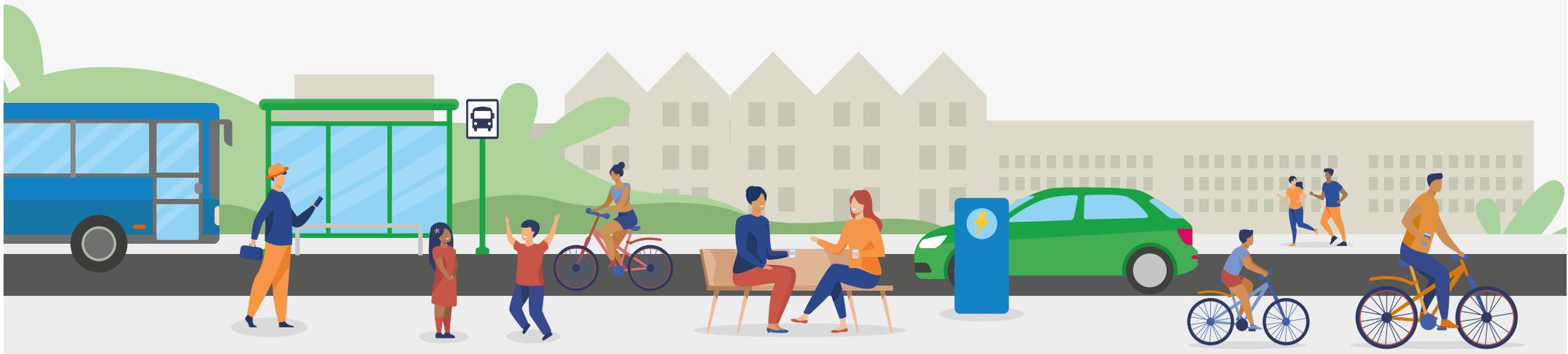
# Section 1: What is a liveable neighbourhood?

Residential areas in cities and towns are often used by through-traffic, which creates noise, pollution and hazards. A liveable neighbourhood is a simple and cost-effective way to reduce through-traffic while maintaining vehicle access to homes and businesses. Liveable neighbourhoods promote and prioritise walking, cycling and public realm improvements, without disadvantaging people with mobility restrictions.

Liveable neighbourhoods are not new. They have been successfully introduced across the world to improve residential environments and solve traffic issues. They are developed collaboratively with communities to turn streets that are noisy, polluted and dangerous into pleasant, safe places to live and work.

**“Evidence suggests that just as building more roads tends to generate more motor traffic, reducing space for motor traffic will generally reduce motor traffic.”**

**[Professor Rachel Aldred](#)**



# Key principles

The key principles of liveable neighbourhoods (or low traffic neighbourhoods) are based on national and international best practice, summarised below. We address local issues and an approach for developing liveable neighbourhoods in Bath and North East Somerset (B&NES) later in this document. These principles are continually evolving, and we will evolve with them.

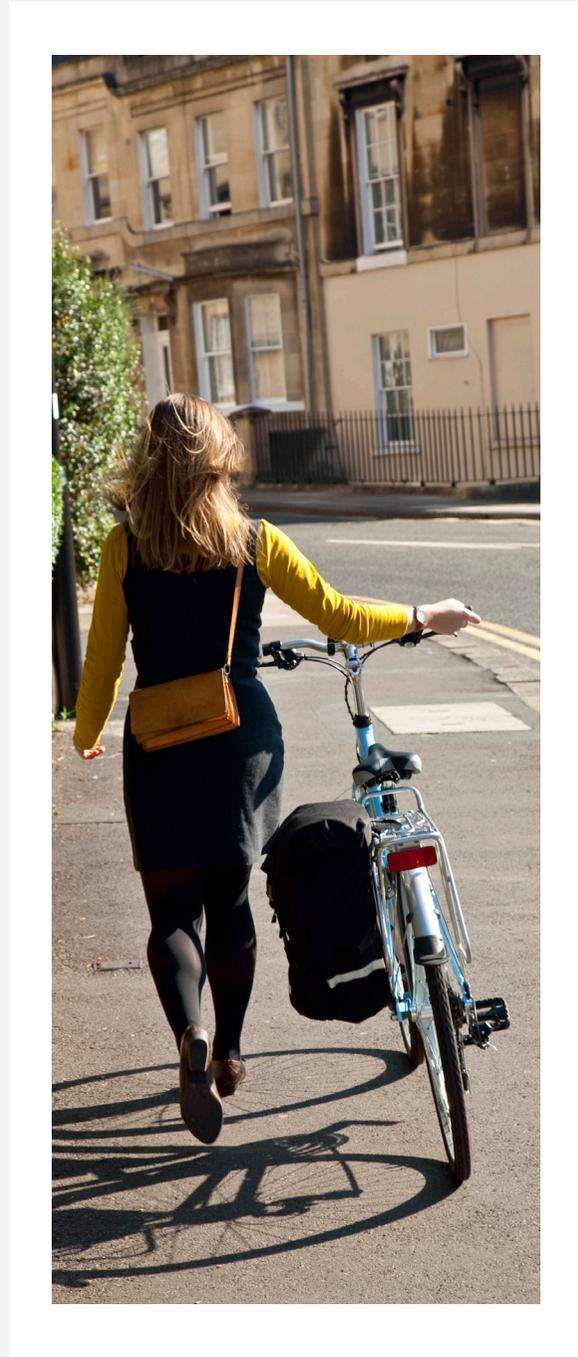
## Location

A liveable neighbourhood is a group of residential streets bordered by a main road where lorries, public transport and the majority of traffic flows. The neighbourhoods are often bound by other features, such as rivers or train lines that can also offer walking and cycling opportunities. They are grouped around key amenities, such as schools, surgeries and shops and are linked to other neighbourhoods by safe crossings. The aim is to reduce overall traffic numbers, rather than pushing traffic elsewhere.

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



Figure 2-2 from the LTN Strategy: Illustrative considerations for the size of low traffic neighbourhoods (© Jacobs 2020)



## Size

Low traffic neighbourhoods should be around 1 km<sup>2</sup> in area, taking no longer than 15 minutes to walk across. Otherwise people are more likely to drive. In determining size, it's important to remember that areas which are too small could push traffic and parking onto other unsuitable roads and neighbourhoods.

## Vehicle and parking restrictions

A range of measures can be used to restrict vehicle access into residential neighbourhoods to bring about a safer and more attractive environment in which to walk or cycle.

Importantly, these measures do not prevent vehicles from entering the neighbourhood, only from passing through or 'rat running'. Residents can still drive, park and receive deliveries on their streets. Measures should be proportionate to the issues experienced in the area and could include, but are not limited to the following:

- **Road closures and modal filters, such as bollards, bus gates, attractive planters and no-entry signs**
- **One way streets**
- **Time-limited access restrictions with signage and enforcement, useful for school streets**
- **Width restrictions to stop HGVs passing through**
- **Traffic calming and speed limit restriction**
- **Residents parking schemes and parking restrictions**
- **Electric vehicle charging, to reduce the environmental impact of remaining vehicles**

## Promotion of active travel

Space reclaimed from moving and parked vehicles can be used to improve streets for pedestrians and cyclists. This includes wider pavements, dedicated cycle paths and priority at crossings with continuous or blended 'Copenhagen' style crossings. These types of crossings blend the footway and the road to ensure vehicles slow down when entering or exiting side roads, and that drivers give way to pedestrians crossing the road.

Better walking and cycling routes can also improve access to bus stops and railway stations and encourage more children to walk to their school, clubs and parks, with obvious health benefits. Additionally, changing the ways vehicles move around the area can free up local bus routes to reduce overall journey times.

**“Residents can still drive, park and receive deliveries on their streets, but through-traffic is restricted”**



Examples of before and after a scheme on Northcote Road, Blackhorse Village (Waltham Forest)

## Public realm improvements

In a liveable neighbourhood, the focus is on enhancing our sense of community, health and well-being through the introduction of attractive seating, places to meet, play areas, cycle storage, tree planting and wild-flower areas, which may be achieved by reclaiming space from vehicles. These can be made on a trial basis allowing changes to be made in consultation with the council and community. Space can also be reclaimed to prioritise electric charging bays and ultra-low emission car clubs.

## Community involvement

Engagement with the community is central to the development of liveable neighbourhoods, from identifying suitable areas, developing its design to monitoring effectiveness. This approach also helps to identify different perspectives and priorities so that solutions are balanced. See also page 16 and 19.



**For more information on modal filters and public realm improvements, including their pros, cons and key considerations specific to B&NES, see [Appendix B: Types of interventions and measures](#).**

## Trialling ideas

One of the benefits of a liveable neighbourhood is the relative ease of testing and monitoring its effectiveness before making an investment on permanent interventions. This is done through temporary interventions which are then subject to consultation before a permanent traffic order is issued.

## Trade-offs

Liveable neighbourhoods are proven to encourage more people to walk or cycle shorter journeys, which is great for health. They also allow better, safer access for those with mobility restrictions. Space reclaimed from cars can be turned into attractive spaces to meet and relax, and where businesses can thrive.

The drawback of liveable neighbourhoods is that residents or visitors may need to drive for slightly longer or in a more circuitous route to reach a main road. There could also be a small loss of parking for private cars.

Examples of successful liveable neighbourhoods can be found in the Dutch city of Groningen, Barcelona's super blocks, the London Boroughs of Waltham Forest, Brixton and Lambeth, and the school streets in Birmingham among others.



**To read more about the principles of liveable neighbourhoods see [Section 2: B&NES Low Traffic Neighbourhood Strategy](#). See also [Appendix C: Low traffic neighbourhoods case studies and best practice](#)**



# Section 2: Local Priorities

We've declared a climate and ecological emergency in Bath & North East Somerset (B&NES) and set a carbon neutrality target for 2030. To meet that target requires a big change in how people choose to travel, with a major shift to public transport, walking and cycling.

A wide range of policies and initiatives will help to achieve this, but liveable neighbourhoods play an important role by reducing the number of vehicles in residential areas and discouraging short car journeys. This is especially important in Bath, where 42 per cent of all journeys under 3km are taken by private car. At the same time, we can consider our approach to residents parking schemes, and how we provide on-street EV charging to encourage more use of ultra-low emission vehicles.

Now, more than ever, we must encourage daily physical activity to help boost health and well-being, and protect us from the worst effects of Covid-19. If we can achieve liveable neighbourhoods, we'll not only see a reduction in carbon emissions, we'll create safe, attractive spaces for walking, cycling and social connection to help keep us all safe and well.

ACHIEVEMENT  
AWARDS 2020  
FINALIST **IMJ**

We are proud to be finalists in the “**Leadership in Responding to the Climate Emergency**” category at The MJ Awards 2020

The level of change required to meet B&NES climate emergency target (per person, per year) by 2030, is:



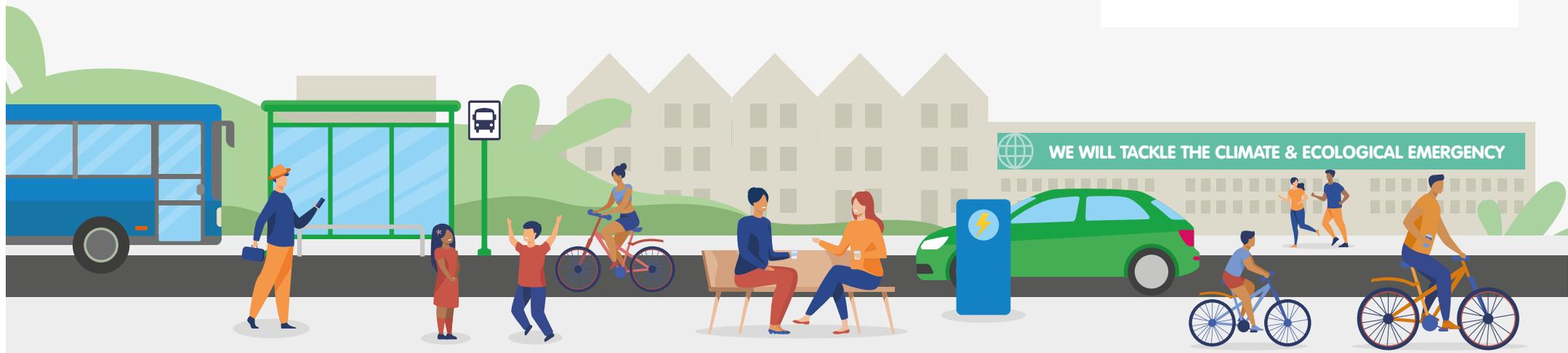
A 25% cut in car and van mileage



A 76% switch to electric cars and



A 14% shift to petrol/ electric hybrids



## Our aims

We're very clear about what we want liveable neighbourhoods to achieve:

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

## Wider policy

The aims set out above support national, regional and local policy, and we'll consider liveable neighbourhoods within this context.

Relevant local and regional programmes include:

- Addressing climate emergency: B&NES Corporate Strategy 2020 and the Climate Emergency Plan
- Safer pedestrian and cycling: Getting Around Bath Transport Strategy and the emerging West of England Local Cycling and Walking Infrastructure Plan
- Improved air quality: B&NES Clean Air Plan, including Bath's Clean Air Zone.
- Better uptake of ultra low emission vehicles: On-street Electric Vehicle Charging Strategy and the West of England ULEV Strategy
- A review of parking policies to encourage modal shift: B&NES Parking Strategy and our emerging Residents' Parking Schemes Strategy
- Expanding the existing park and ride capacity: Getting Around Bath Transport Strategy supported by WECA's Park and Ride Fund
- Better bus routes: Getting Around Bath Transport Strategy supported by the WECA Bus Infrastructure Fund
- Improved public health: Bath and North East Somerset's Health and Wellbeing Strategy 2015-2019 and Shaping Up! Healthy Weight Strategy 2015- 2020 (2015)

**Mode shift to active transport is one of the most cost-effective ways of reducing transport emissions.**



**i** For a detailed breakdown of how liveable neighbourhoods will help to achieve the aims of wider national, regional and local policies, see [Section 3: Table 3-1 B&NES Low Traffic Neighbourhoods Strategy](#) and also [Appendix A: Low traffic neighbourhood policy review](#).



## Health and wellbeing

More attractive opportunities for walking and cycling will help people take the regular exercise they need to stay fit. In particular, regular physical activity can help to reduce the risks of diabetes and heart disease, which are associated with the worst effects of Covid-19. Currently, only 27% of the B&NES' population takes the recommended 30 minutes of moderate intensity exercise on three or more days a week. Also, 58% of adults in B&NES are estimated to be overweight or obese, which increases our risk of chronic disease.

The pandemic has highlighted the importance to our mental health of getting outdoors and having access to green, open space. Peaceful residential areas along with greener high streets with areas to stroll and sit with others will encourage community connectedness, and help to beat feelings of loneliness, anxiety and depression.

## What areas are suitable?

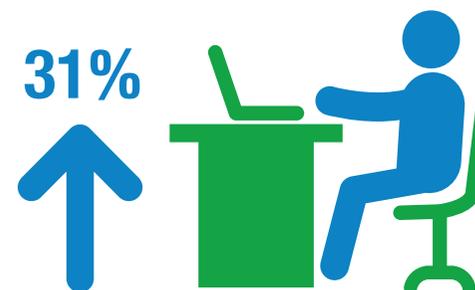
Because transport issues are more prevalent in urban areas, we expect the focus for liveable neighbourhoods will be Bath, but the strategy also considers Keynsham, Whitchurch, Saltford, the Chew Valley and Somer Valley. We are also working on plans to provide practical alternatives to car use for those living in rural areas.

Applications for liveable neighbourhoods will be accepted from across the area, and evaluated and prioritised according to need and how they meet the universal principles of a liveable neighbourhood and our own local framework. The process for this is set out on page 19.



For more information on suitable areas, see [Section 3.3: B&NES Low Traffic Neighbourhood Strategy](#).

People living in areas of Waltham Forest where low traffic neighbourhoods and other walking and cycling schemes have been implemented are walking an extra 32 minutes a week and cycling an extra nine.



20 minutes of exercise a day cuts the risk of developing depression by 31% and increases productivity of workers.

# Air pollution

Latest research indicates that in the UK between 1 in 4 and 1 in 12 new cases of asthma in children each year is attributable to nitrogen dioxide (NO<sub>2</sub>) pollution, caused by vehicle emissions. This type of pollution also makes existing heart and lung conditions worse.

Air Quality Action Plans are in place to help reduce NO<sub>2</sub> to within legal limits in Bath, Keynsham, Salford and Temple Cloud. Additionally, a charging clean air zone will operate in Bath from early 2021, charging most higher emission vehicles (except private cars and motorbikes) to drive in the zone. The aim is to encourage businesses to upgrade to cleaner, compliant vehicles with financial help from the government.

By reducing through-traffic, liveable neighbourhoods have the potential to improve air quality in residential areas and encourage more active travel. However, the implications of any traffic displacement on existing NO<sub>2</sub> hotspots must be closely considered. In particular, a liveable neighbourhood should not affect compliance with legal limits of NO<sub>2</sub> within Bath's clean air zone.

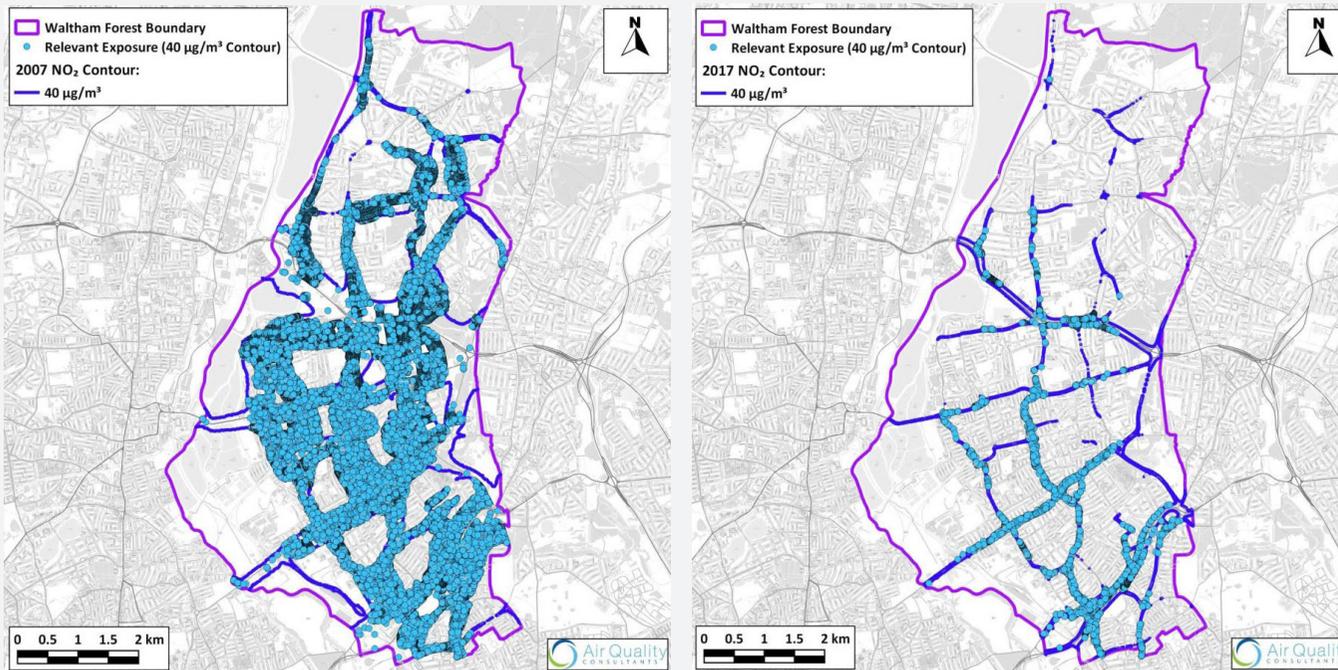
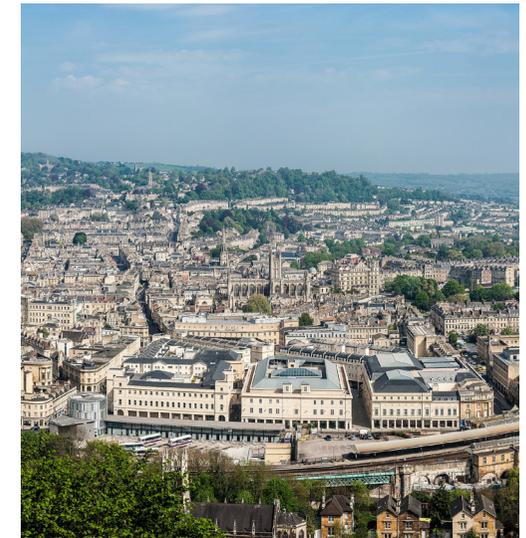


Figure 2-9: Comparison of locations of relevant exposure in Waltham Forest between 2007 and 2017

**Liveable neighbourhoods in Waltham Forest found that levels of exposure to NO<sub>2</sub> significantly decreased between 2007 and 2017. The number of homes exposed to more than the legal limit of 40µg/m<sup>3</sup> was reduced from 61,316 to 6,377.**



**i** For more information on air quality, see Section 2: [B&NES Low Traffic Neighbourhoods Strategy](#).

## What happens to displaced traffic?

**Evidence shows that displaced traffic from liveable neighbourhoods is not likely to increase congestion or pollution in surrounding streets.**

Some traffic displacement is to be expected, but examples from Waltham Forest show a reduction in peak-time traffic on main roads as drivers adapt, change to different modes of transport, or avoid the area altogether.

In Walthamstow Village, boundary roads experienced a slight increase in traffic over the day (between 4% and 28%), but this was not proportionate to the decrease in traffic on residential roads. Reports also showed that the number of vehicle movements significantly decreased on 11 out of 14 roads, with the average road in the village seeing a 44.1% reduction in vehicles and on some roads up to 90% reduction.



[See the London Living Streets report](#)

## Supporting people with restricted mobility

Not everyone can walk and cycle easily. In developing liveable neighbourhoods we'll give careful consideration to supporting people with disabilities, restricted mobility and additional needs to have their say and influence design. It's important to stress that liveable neighbourhoods do not stop vehicle access to local homes, but they can improve access for those with restricted mobility and provide safer, more pleasant places for everyone to get around.



## Mode-shift in B&NES

Traffic dominance has reduced the attractiveness of active travel but there is great potential in our city and towns for encouraging people to change their habits. We need to make active travel options pleasant and safe, especially for local and short journeys where the car is more easily replaced.

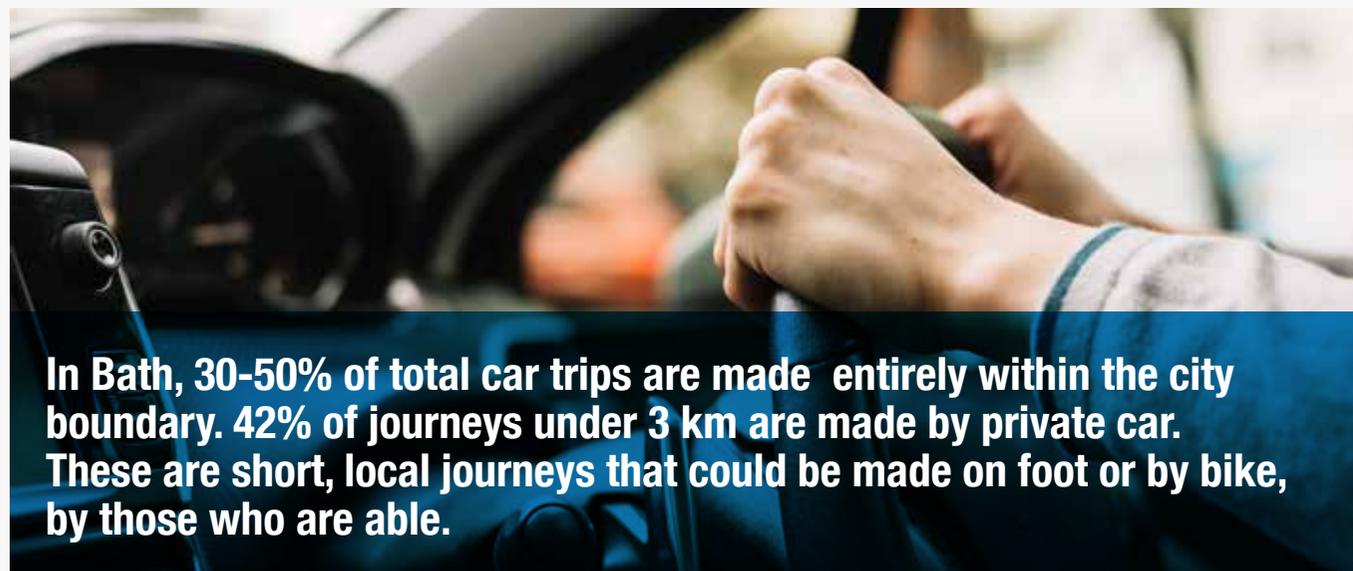
By restricting through-traffic, liveable neighbourhoods discourage short car journeys. Instead, they prioritise and improve conditions for walking and cycling, making it safer and easier to reach local shops, amenities and transport hubs.

Safer routes for children to walk or cycle to schools, friends' houses and clubs also means there is less reason to jump into the car.

To support mode-shift, the council is actively supporting emerging technology such as e-bikes, e-cargo bikes and e-scooters to help people without access to cars - or who want to shift away from cars - to overcome Bath's challenging hills.

Liveable Neighbourhoods can also encourage the use of public transport. Bus gates or filters on residential streets can reduce conflict with other vehicles to alleviate congestion and improve journey times. Better walking and cycling links can be made to bus stops and stations, along with the installation of well-lit cycle storage.

By restricting non-residential on-street parking, commuters will be encouraged to use our park and rides.



**In Bath, 30-50% of total car trips are made entirely within the city boundary. 42% of journeys under 3 km are made by private car. These are short, local journeys that could be made on foot or by bike, by those who are able.**

 For more information on the government's vision to put cycling and walking first, see [Gear Change: A bold vision for cycling and walking](#)

## Conquering hills



Steep hills in Bath are often blamed for the reluctance to embrace active travel, along with the limited locations to cross the railway line, river and canal.

While we recognise that this will remain a concern for some residents, active travel for short trips can still be promoted by safer walking and cycling routes through liveable neighbourhoods. The increasing popularity and availability of electric bikes (e-bikes) should also help to overcome these barriers.

To encourage cycling nationally, the DfT has launched a free Propensity to Cycle Tool (PCT) that will help establish which areas have most potential for cycling, based on trip distance and hilliness. The data will help to inform suitable areas for liveable neighbourhoods. Go to [www.pct.bike](http://www.pct.bike)

Indications suggest that more cycling to work could be encouraged in Keynsham and Salford, where there is already a good uptake of cycling to school. There is also potential for cycling to make up to 30-40% of commuter journeys in some areas of Bath. In hilly areas such as Lansdown and Claverton Down, cyclists may require the help of e-bikes.

## Traffic impacts

Congestion on main roads can cause rat-running, speeding and inappropriate vehicles on residential streets. These are commonly reported to the council, with real concerns for safety and deteriorating air quality while doing nothing to encourage the uptake of active travel, particularly among families and children.

From recent consultations in Bath, we know that this is of particular concern in Oldfield Park, Twerton, Larkhall, Camden and Pulteney Estates. In other areas outside of Bath the impact of vehicles is felt more on main roads.

Liveable neighbourhoods can help to address these issues with modal filters that calm all traffic and restrict through-traffic, while ensuring vehicle access for residents, deliveries and emergency services.

It should be noted that a 20 mph speed limit will be introduced as standard, and measures to discourage traffic must be proportionate to their need. These measures should not prevent essential traffic from reaching their destination.

## Heritage and conservation

Liveable neighbourhoods can offer opportunities to enhance streets and the public realm in keeping with Bath's World Heritage status.

To ensure an appropriate development and design, liveable neighbourhoods will be considered and developed in line with national and local planning policy for listed buildings and conservation areas, particularly in the selection of interventions and materials. This includes our Local Plan, the World Heritage Site Management Plan and the Public Realm and Movement Strategy.



## Managing demand for parking

In residential areas, particularly in Bath where there is less off-street parking, there is significant demand from shoppers and commuters for on-street parking. This congests local streets and reduces parking opportunities for residents.

A liveable neighbourhood encourages active travel and restricts non-local traffic, so has potential for reducing both car ownership and demand for parking. Re-claimed space can then be used to install modal filters and better walking and cycling infrastructure.

Where initiatives are successful there may be more demand for residents' parking during the day, particularly if cars are left behind in favour of active travel. One way to reduce demand for residents parking is to encourage electric car clubs so that car ownership is reduced.

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

If existing RPZs or other measures are already in place to alleviate issues, these can be reviewed and altered. It may be that this resolves issues without the need for a liveable neighbourhood.

Careful consideration must also be given to ensure one RPZ does not impact demand for parking in a neighbouring area.

To cater for this, we've developed a new residents' parking scheme strategy to complement the low traffic neighbourhood strategy. See below.

## Residents parking scheme strategy 2020

Our draft residents' parking scheme strategy sets out our approach to implementing new RPZs and revising existing schemes, aligned to our existing parking strategy.

It incorporates a change to how we manage blue badge holders in RPZs. Currently blue badge holders do not need to purchase residents' parking permits provided they display their badge. They are also able to park in any RPZ bay, regardless of whether they're a resident.

To take the pressure off residents' parking, we will be issuing blue badge holders with a free residents' permit for their own area. They will no longer be able to use their blue badge in other residents parking bays, but can use visitor permits or continue to park for free in on-street, pay-and-display bays.

 Please download and read the [Residents Parking Scheme Strategy 2020](#). For more details on how to have your say, please turn to page 20.

**Blue badge holders will be issued free parking permits for their residential area.**



## On-street electric vehicle charging strategy 2020

**Currently fewer than 1% of vehicles travelling through Bath's city centre are electric, so a step change is required if we're to meet the council's target of becoming carbon neutral by 2030.**

Modern ultra-low emission vehicles, along with cycling and walking, have the lowest CO<sub>2</sub> emissions per kilometre compared with petrol or diesel vehicles, and they don't produce nitrogen oxides. The latest technology is helping to increase their accessibility and appeal, including driving ranges of over 200 miles.

Currently there are no on-street charging facilities in B&NES, so if we want to encourage their uptake, there is a clear need to provide appropriate charging. The liveable neighbourhoods project will provide fresh thinking on how road space is used, providing the perfect opportunity to consider public on-street charging.

We've developed a complimentary on-street electric vehicle charging strategy and welcome your feedback. It focuses on the challenge of meeting demand and different options for provision (with pros and cons).

**Please download and read the [On-street Electric Vehicle Charging Strategy 2020](#).**

For more details on how to have your say, please turn to page 20.

## Involving local communities

Involving local communities is central to the development of liveable neighbourhoods. Initial discussions help officers to understand local issues from different perspectives and what measures are supported. From there, communities are encouraged to lead the project's development and get involved at every stage.

Importantly, we'll gather views from the whole community that may have conflicting interests, including residents, local businesses, schools, people with disabilities and families with young children. We'll also involve the emergency services, and go out of our way to talk to harder-to-reach groups, including people for whom English is not their first language.

Engagement methods include public drop-ins, design workshops and small meetings, and will be proportionate to the size of the schemes.

The process for developing liveable neighbourhoods alongside the community is outlined on page 19.



**Currently fewer than 1% of vehicles travelling through Bath's city centre are electric**





## Economic considerations

Liveable neighbourhoods can bring economic benefits to the whole area as a result of improved public health, air quality, social cohesion and land value.

Depending on the schemes proposed, consideration must be given to the impact on local businesses from reduced through-traffic. There is, of course, potential for increased footfall by improving the walking and cycling links to local amenities, and where fewer vehicles and public realm improvements encourage meeting and socialising on local high streets. For example, we have seen how fewer vehicles, increased pedestrianisation, and pavement licenses have benefited businesses in Kingsmead Square and York Street as a result of temporary social distancing measures. Consideration must, however, be given to visitor parking, delivery requirements, and access for people with disabilities.

## Funding and costs

Liveable neighbourhoods can offer good value for money for what they achieve. The interventions and modal filters, as outlined on page 6, can often be lower in cost compared to larger-scale infrastructure projects, but consideration must be given for on-going maintenance, development, enforcement and engagement costs.

Funding will be sought from the Transport Infrastructure Programme, the West of England Combined Authority and the Government's Local Cycling and Walking Infrastructure Plans (LCWIP).



To read more about the how liveable neighbourhoods can address local issues, see [Section 3: B&NES Low Traffic Neighbourhood Strategy](#)



**“Footfall on the UK’s high streets has fallen by 22.2% since 2007. However, research suggests that well-planned improvements to public spaces can boost footfall and trading by up to 40%.”**

[Pedestrian Pound, London Living Streets.](#)

# Section 3: Steps to delivering your liveable neighbourhoods

Once we've received feedback on our strategy, we can work with communities to identify and deliver liveable neighbourhoods.

Our process is set out overleaf. We'll engage with communities from the start, running webinars, design workshops, and public drop-ins where possible.

**i** To read more about our approach to developing liveable neighbourhoods with the community, please see Section 4: [B&NES Low Traffic Neighbourhood Strategy](#)



# Steps to delivering liveable neighbourhoods



## Roadmap

Using public feedback, we'll develop a framework for liveable neighbourhoods (LNs) to help identify suitable areas and guide detailed development.

### Get Involved:

You'll be able to request a liveable neighbourhood by outlining the issues that need addressed and the level of support in your area.



## Initial review and data collection

We'll consider applications against the framework and available data. Where LNs are not immediately suitable, we'll seek other solutions.

We may collect more data to provide a baseline for monitoring e.g. traffic counts, air quality data, parking surveys and accident data.



## Design options

We'll consider what designs and initiatives are capable of addressing each area's issues. Data can help us identify traffic displacement issues, trade-offs, timescales and costs.

### Get involved:

You'll be invited to review the design options with our planning team.



## Shortlist

A final shortlist of LNs will be prepared, taking into account costs, other policies, timeframes and public support. We'll agree alternative plans for those that don't make it.

### Get involved:

You'll help us to develop shortlisted designs, considering modal filters, public space, trade-offs, accessibility and safety.

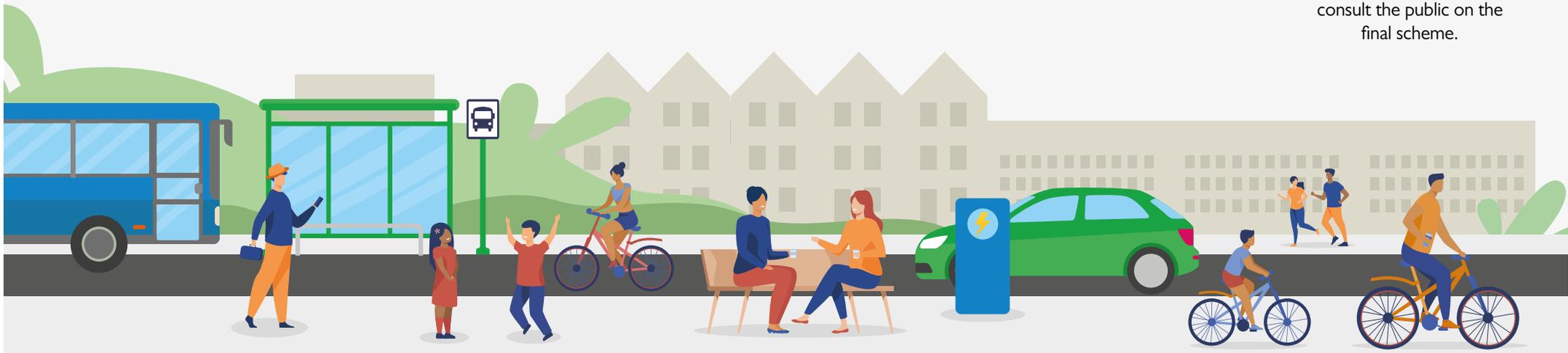


## Detailed design, trials and evaluation

Preferred options are developed in detail with community input. Designs are trialed using experimental traffic orders (ETOs).

### Get involved:

During an ETO the scheme can be monitored, evaluated and changed within a six-month consultation period. We'll also consult the public on the final scheme.



## Have your say

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

To take our online survey, go to [www.bathnes.gov.uk/liveableneighbourhoods](http://www.bathnes.gov.uk/liveableneighbourhoods)

If you don't have access to the internet, you can request printed copies of this summary and the survey by calling council connect on 01225 394041.

**Please submit the survey by Wednesday 14 October 2020.**

### During the survey, you'll be asked to give feedback on:

- the basic principles of liveable neighbourhoods
- how well they can help us to address local issues alongside other policies
- and our approach to developing them alongside local communities.

Further engagement with individual communities will start when we've developed a framework, taking into consideration your feedback on our overall approach.

### We encourage you to read the full strategies before taking the survey:

- [Low traffic neighbourhoods \(July 2020\)](#)
  - [Appendix A: Low traffic neighbourhood policy review](#)
  - [Appendix B: Types of LN interventions](#)
  - [Appendix C: Low traffic neighbourhood case studies and best practice](#)
  - [Appendix D: low traffic neighbourhood proforma](#)
- [Resident's parking schemes \(July 2020\)](#)
- [On-street electric vehicle strategy \(July 2020\)](#)

### Contact us

Unfortunately, due to Covid-19 restrictions we're not running any drop-in events in this instance. You can submit any questions to the team via email to [LNconsultation@bathnes.gov.uk](mailto:LNconsultation@bathnes.gov.uk)



**WE WILL GIVE PEOPLE A BIGGER SAY IN SHAPING OUR SERVICES**