

Place & Movement Framework and Active Travel Action Plans 2023-30

Consultation Report – April 2023

Contents

1. Overview	3
2. Introduction to ATAPs and Place & Movement Framework	3
Place & Movement Framework	4
Active Travel Action Plans (ATAPs)	5
3. Consultation approach	5
4. Consultation and analysis methods	5
5. Consultation results	6
Summary	6
Active Travel Action Plans Questionnaire	7
Summary questions	11
Section 1: 20mph	15
Section 2: Active Travel Network	20
Section 3: First and Last Mile	25
Section 4: Liveable Neighbourhoods	29
Section 5: Rural Lanes	32
Section 6: Safer Active Routes to School	35
Section 7: Transport Behaviour Change	40
Place & Movement Framework	43
Widen My Path	43
6. Outcomes of the consultation	45
7. Appendices	47

1. Overview



This report has been prepared to present a summary of the responses collected from our public consultation on our seven Active Travel Action Plans and the overarching Place & Movement Framework. The consultation was open between Monday 9 January and Monday 20 February.

For the Active Travel Action Plans; most comments, feedback and suggestions were collected from both individuals (847 responses) and organisations (25 responses) via an online questionnaire and the digital mapping platform '[Widen My Path](#)' (423 requests). However, some responses were also received via email (22 responses). The questionnaire was also made available across libraries in North Somerset and accessible in various printed and font size formats through the North Somerset Disabled Access Group (0 responses). The Place & Movement Framework was consulted directly with Town & Parish councils and North Somerset Council (NSC) Elected Members.

Since the consultation ended, Council officers have reviewed all responses received through the consultation and made changes to the seven full Active Travel Action Plans and the Place & Movement Framework. The plans and framework were [approved](#) by the Executive Member for Transport and Highways on the 9th March 2023 and are now available on the council [website](#).

We received 423 requests for improvements via [Widen My Path](#) and we have begun the process of recording, scoring and prioritising these along with those received from Town, Parish and District Councillors in line with our scheme development process. We will review the Active Travel Action Plans annually and update them as appropriate, including adding the highest scoring/best value improvement schemes to the draft scheme delivery plan. It is important to note that only improvement requests that are consistent with council policies will be progressed through to feasibility testing. Ultimately, the consultation, design and delivery of these integrated transport schemes are subject to the council securing necessary funding and internal/external staff resource to progress the scheme proposals.

2. Introduction to ATAPs and Place & Movement Framework

In July 2021 North Somerset Council adopted the [Active Travel Strategy \(ATS\)](#). This key strategic document interacts with a wide range of policies in North Somerset and across the West of England and sets out our policy approach to enabling active travel.

The strategy aims to achieve a number of benefits locally including:

- Deliver safe and frequent active travel to enable improved public health
- Tackle the climate emergency
- Help residents address the cost-of-living crisis
- Drive local economic development
- Create liveable neighbourhoods with our communities and through the planning system.

Through the ATS, we committed to a number of interventions (set out in Section 7 of the ATS), stating that we will, as a Council and alongside our partners, deliver on 'making walking and cycling the natural choice for a cleaner, healthier and more active North Somerset'. This includes improving our transport network to provide more, lower-cost and lower-carbon options for people to get around, in this cost-of-living crisis and climate emergency.

To make the Active Travel Strategy commitments and interventions a reality, we developed the [Place & Movement Framework](#) to set out the rationale for use and purpose of our transport network, supported by the seven more focused [Active Travel Action Plans](#) (ATAPs).

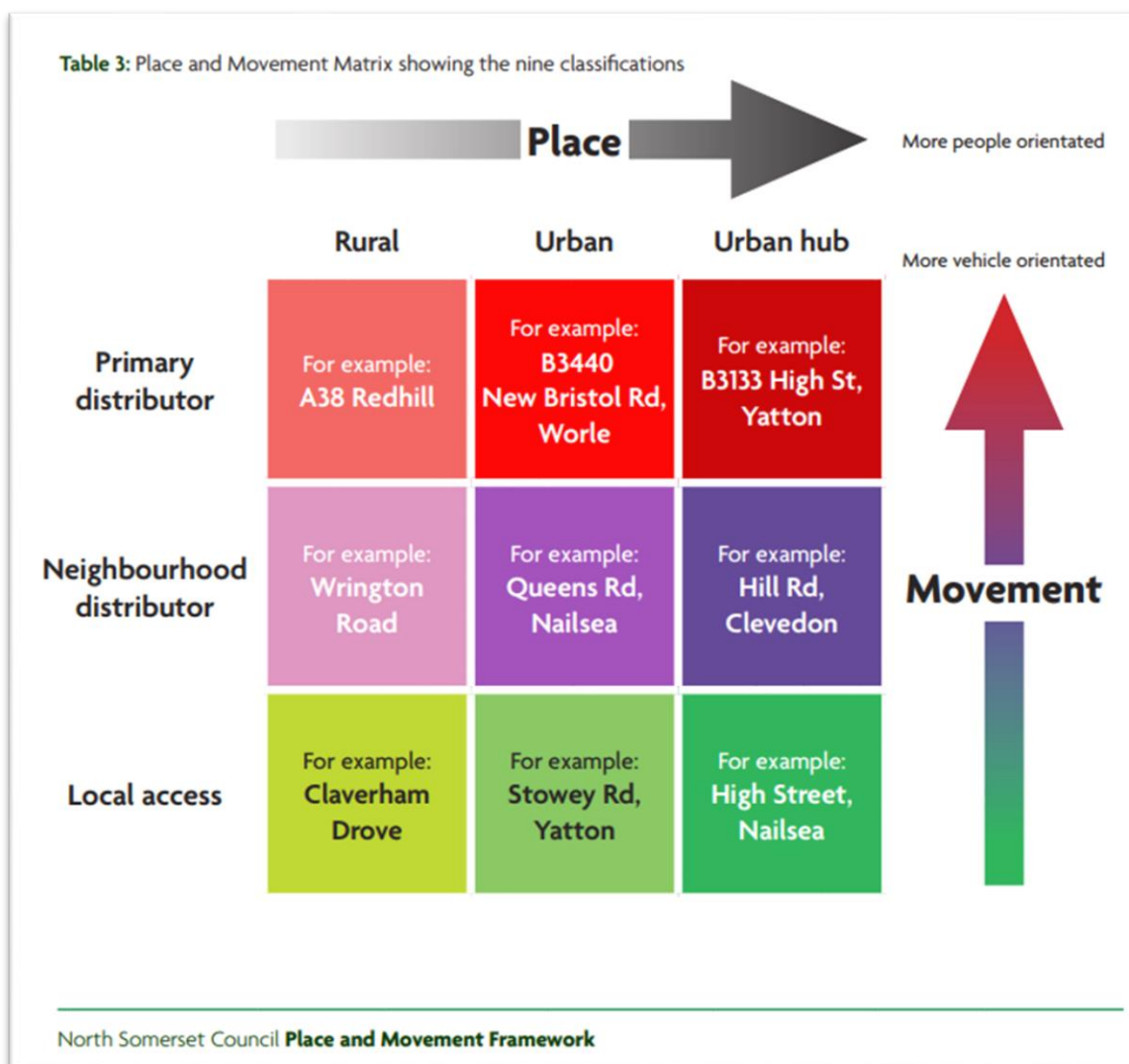


Both the Place & Movement Framework and the seven ATAPs form the council’s policy and action plans from 2023 through to 2030. These documents will be reviewed annually, and amendments agreed by transport officers in consultation with the Executive Member for Transport & Highways. The plan to 2030 matches the council’s [Climate Emergency Action Plan](#) target date to be a carbon neutral council and a carbon neutral area by 2030.

Place & Movement Framework

The Place and Movement framework provides a defined, transparent, and consistent framework that helps set out the purpose of the North Somerset transport network for both ‘Place’ and ‘Movement’. Combining the two independent functions of both ‘Place’ (*the often central spaces where we travel to, meet and linger, such as town and village centres and other facilities*) and ‘Movement’ (*transport connectivity of all types*), provides us with a simple matrix consisting of nine diverse classifications that can be applied to every section of highway in North Somerset. Whether it’s a dual carriageway or single-track lane in either a densely populated area or a rural setting.

Figure 1: Place and Movement Matrix showing the nine classifications, with examples in North Somerset



The Framework:



- Sets out the rationale for use and purpose of our transport network, by categorising every road, street and lane with both a place and a movement classification;
- Provides a framework for an audit process to evaluate road space availability, user needs and priority functions to allow early feasibility testing and evaluation.
- Provides the basis to develop 'design codes' to shape new and improved active travel infrastructure both for our existing transport network and new developments.
- Enables us to enhance the character of our places and to improve movement on our network, especially for active travel, on the most appropriate routes.

Active Travel Action Plans (ATAPs)

When adopting the Active Travel Strategy (ATS) we committed to creating action plans to set out more specific actions for the council and our partners, to help make the aims of the ATS a reality, including a delivery plan for each of our Active Travel Action Plans and their improvement scheme proposals. The seven Action Plans cover seven key areas of active travel:

- **20mph** – speed limits at appropriate places to improve safety
- **Active Travel Network** – our overall network, connecting our towns and villages
- **First and Last Mile** – to public transport routes and interchanges
- **Liveable Neighbourhoods** – creating safer, greener, more pleasant streets to live
- **Rural Lanes** – improving safety and connectivity for local trips on our rural lanes
- **Safer Active Routes to School** – to increase safety and healthier daily journeys
- **Transport Behaviour Change** - providing behaviour change incentives, focussed on building new habits and giving people the awareness, skills and confidence to choose active travel.

3. Consultation approach

One of the key priorities of [North Somerset Council's Corporate Plan 2020-24](#), is to be 'An open and enabling organisation' that 'Engages with and empowers our communities' and 'Collaborate(s) with partners to deliver the best outcomes'.

This has been central in our approach to consultation on both our Place & Movement Framework and our seven Active Travel Action Plans. The aim of the consultation was to engage with local residents, businesses, organisations and other stakeholders to try to gain support for the proposals, but more importantly to receive comments and feedback so that we can improve the plans and ensure they meet the needs of the people of North Somerset. The proposals were by no means final; the 'Outcomes of the consultation' section below summarises the results of the consultation and that many of the comments received resulted in changes to the plans. The full versions are now available on our [website](#).

4. Consultation and analysis methods

The consultation was launched online on the Council's [eConsult website](#), the interactive webpage where Council consultations are usually held. The webpage included:

- One four-page summary document for each of the seven active travel action plans
- An overall 'Active Travel Plans Executive Summary' document
- The Place & Movement Framework summary document for reference (as the overarching framework used to develop the action plans)
- A questionnaire containing 14 questions about the Active Travel Action Plans (see Appendix 1 for full questionnaire);
- A link to the digital mapping tool [Widen My Path](#), inviting participants to add comments to specific locations where they believe transport improvements are needed in North Somerset (as part of a nationwide map).
- Information about the opening and closing dates of the consultation, as well as contact details for further information
- Links to other related North Somerset Council policies, strategies and plans.

The consultation was advertised through a [North Somerset Council press release/online article](#), helping to direct people to the consultation homepage. This article and the consultation homepage were shared via a thorough communications plan and stakeholder mapping exercise. This ensured we made the consultation available to all our key stakeholders. These included residents, businesses, schools, colleges, community groups, disability and accessibility groups, Town & Parish Councils, and other interested stakeholders. Key communication channels included social media (Facebook, Twitter and LinkedIn), regular emails to stakeholders, schools, business and libraries newsletters, the Town & Parish council newsletter 'Parish Digest' and other internal NSC communications.

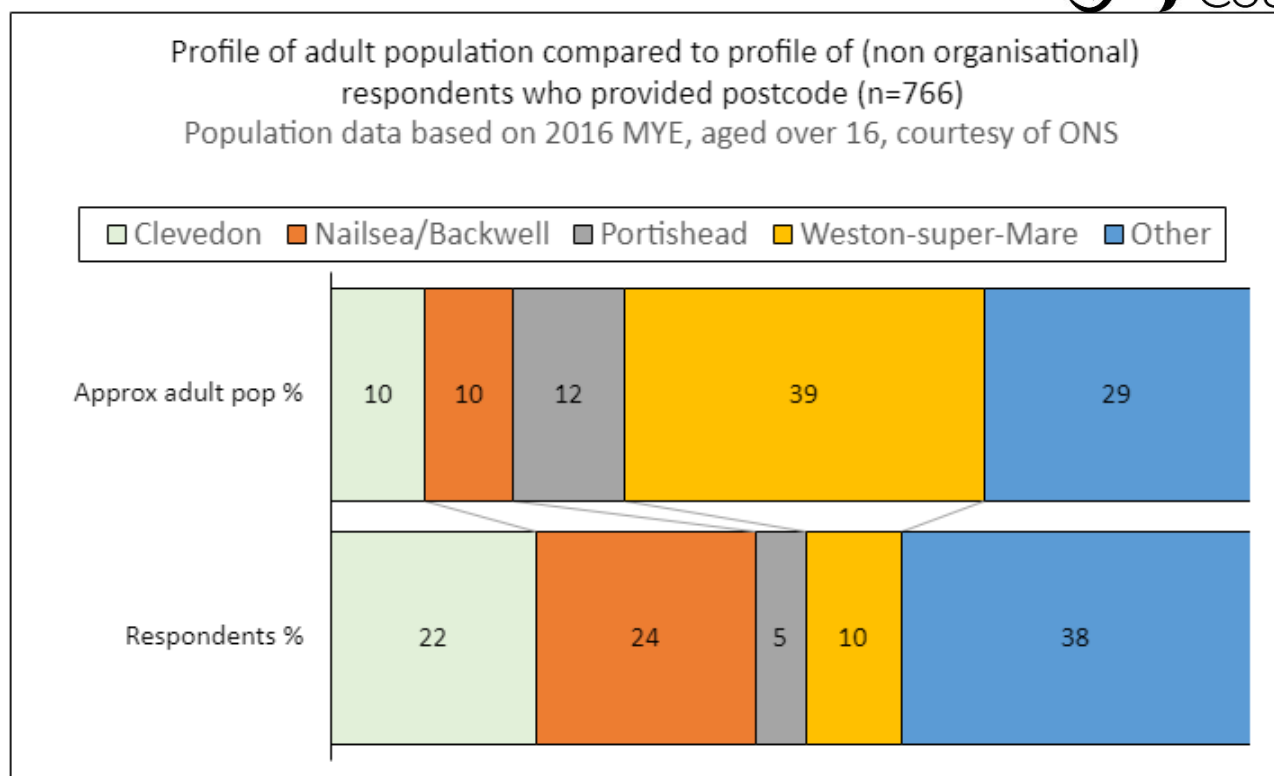
In addition, we advertised the consultation with posters in all our North Somerset libraries and paper copies of the questionnaire were made available.

5. Consultation results

Summary

During the consultation period we received a total of 847 responses from individuals and 25 responses from organisations to our eConsult questionnaire. Additionally, we received a further 22 responses via email. No paper copies or any other forms of responses were received. Not all respondents answered every question when completing the consultation survey, but all responses were considered in the review. As a result, the total number of responses to each question varies.

The figure below shows the areas of North Somerset where responses have come from, compared to the population percentage for that area. For example, 22% of our consultation responses were received from Clevedon, but only approximately 10% of North Somerset's population live in Clevedon.



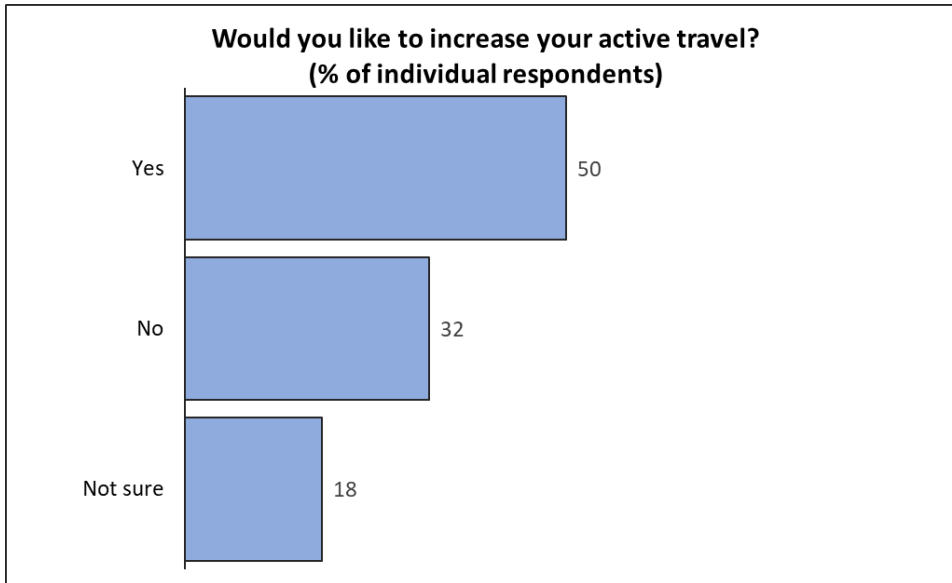
We additionally received 423 location-based requests for improvements via the [Widen My Path](#) online mapping tool.

Active Travel Action Plans Questionnaire

Q0 Are you responding to this consultation as...?

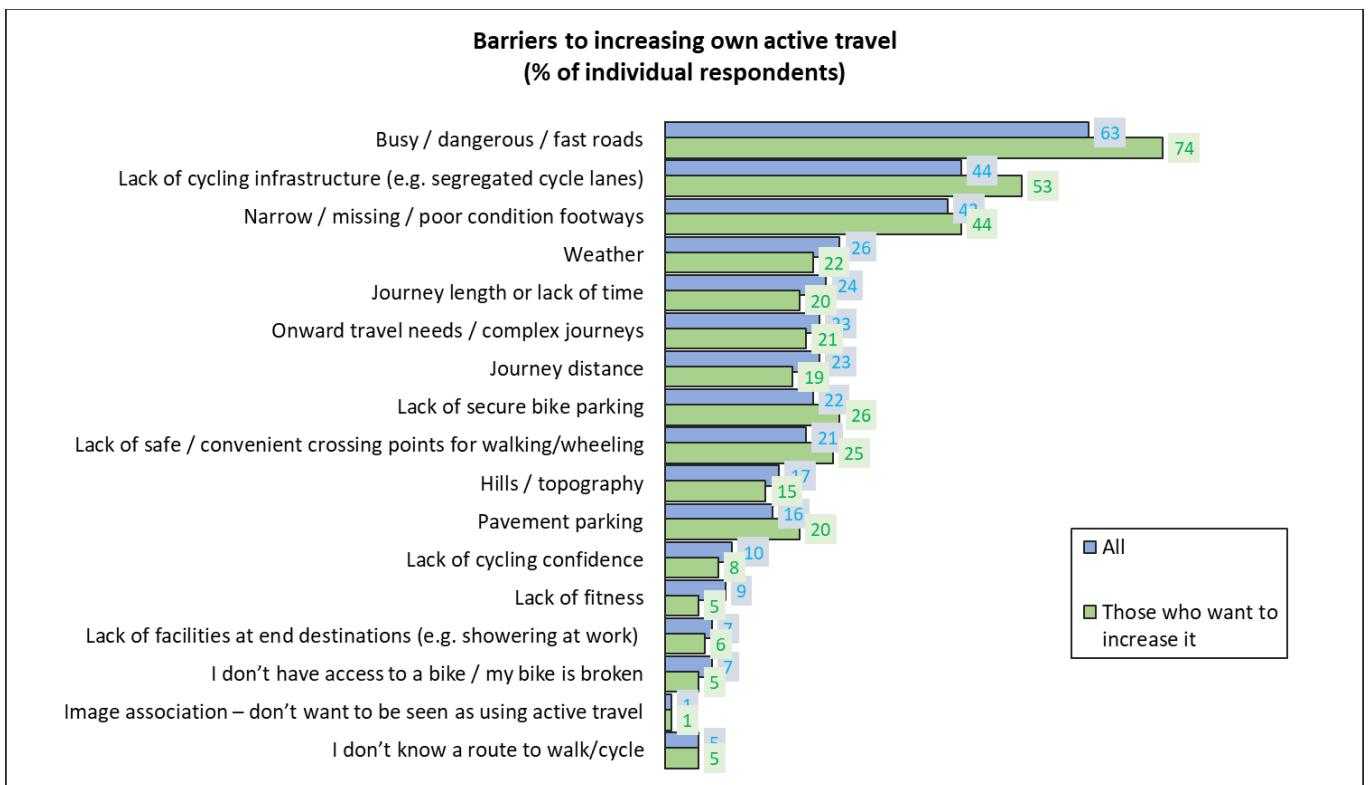
As an individual	99%
A freelancer or sole trader	1%
Giving the single official response on behalf of a business you own or manage	0%
Giving the single official response on behalf of another type of organisation	0%

Q0e Would you like to increase your active travel?



50% of respondents said they would increase their active travel ('Yes'), compared to 32% who did or do not want to ('No'), with 18% were 'Not sure'.

Q0f Which, if any, of these get in the way of you increasing your active travel?

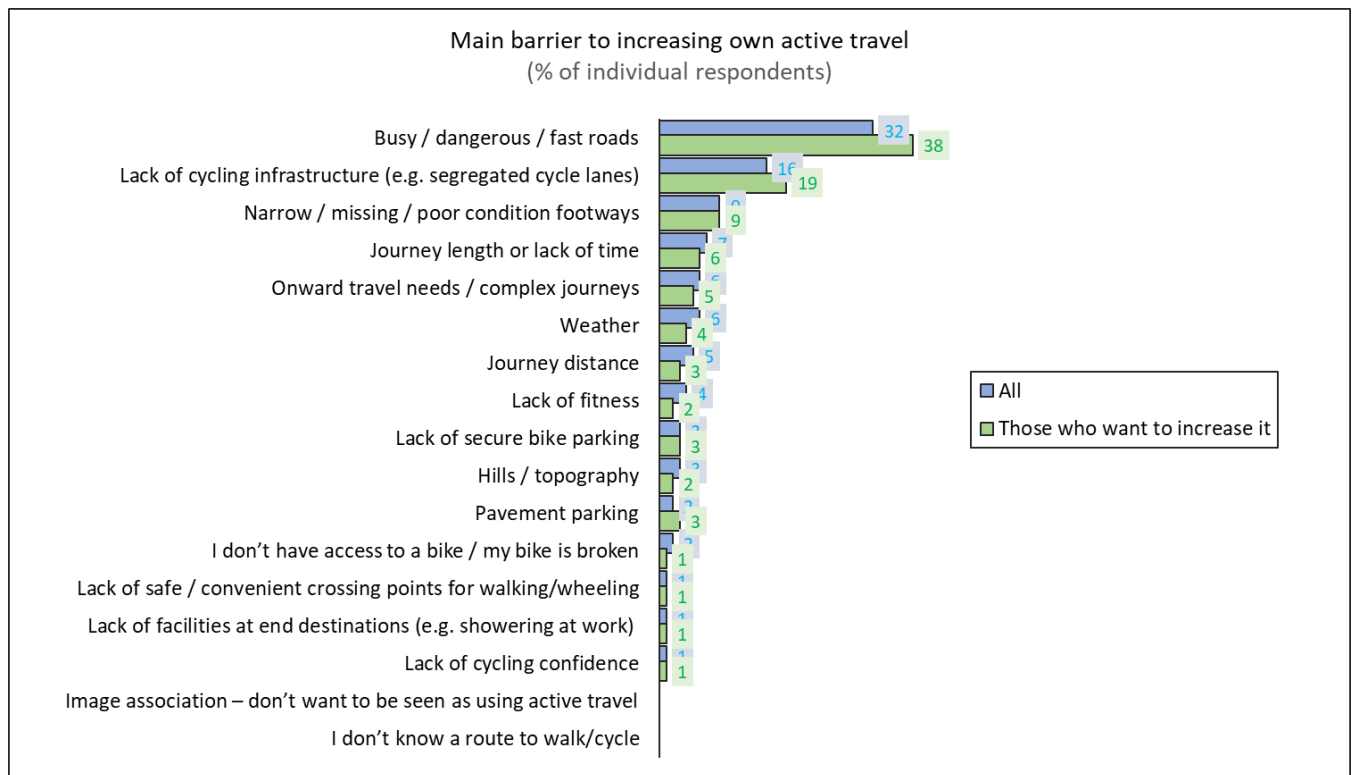


530 responses were received for this question overall (shown in blue), of which 393 were received from respondents who said they would like to increase their active travel (from question Q0e above) - these are shown in green. The top three barriers selected by both groups were:

- Busy/ dangerous/ fast roads

- Lack of cycling infrastructure
- Narrow/ missing/ poor condition footways.

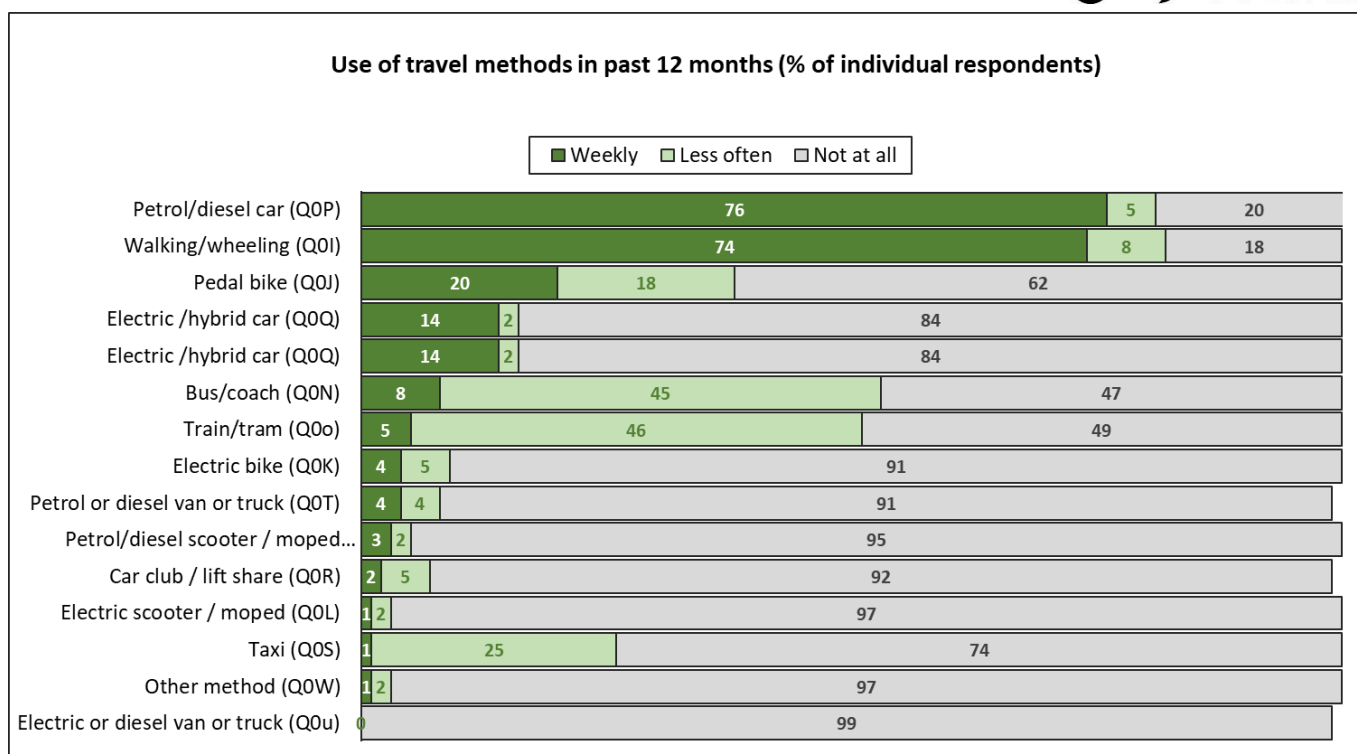
Q0g Which is the single main thing that stops you increasing your active travel?



501 responses were received for this question overall and 373 were received from respondents who said they would like to increase their active travel in Q0e. Again, the top three barriers stopping respondents from increasing active travel (selected by both groups) were:

- Busy/ dangerous/ fast roads
- Lack of cycling infrastructure
- Narrow/ missing/ poor condition footways

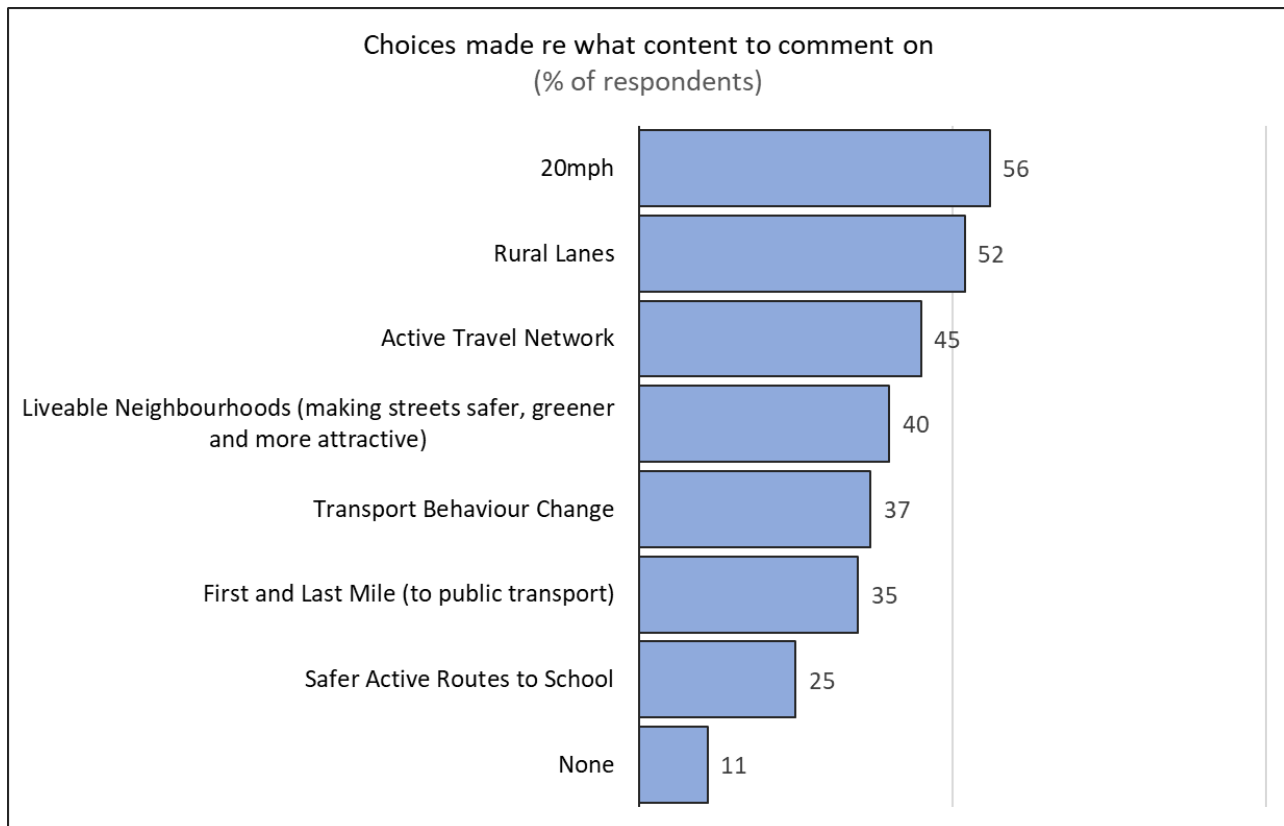
Q0i – Q0w In the past year, how often have you travelled by the following types of transport...?



All 847 respondents completed this question. The top three types of transport selected to have been used weekly were ‘petrol/diesel car’ (76%), ‘walking/wheeling’ (74%), and ‘pedal bike’ (20%). Almost as many respondents selected ‘walking/wheeling’ as ‘petrol/diesel car’, and more respondents selected ‘electric/hybrid car’ (14%), than ‘bus/coach’ (8%), or train (5%).

Additionally, the top three types of transport selected to have been used ‘less often’ by respondents were ‘train/tram’ (46%), ‘bus/coach’ (45%) and ‘taxi’ (25%).

Q1 Which Active Travel Action Plans would you like to comment on?

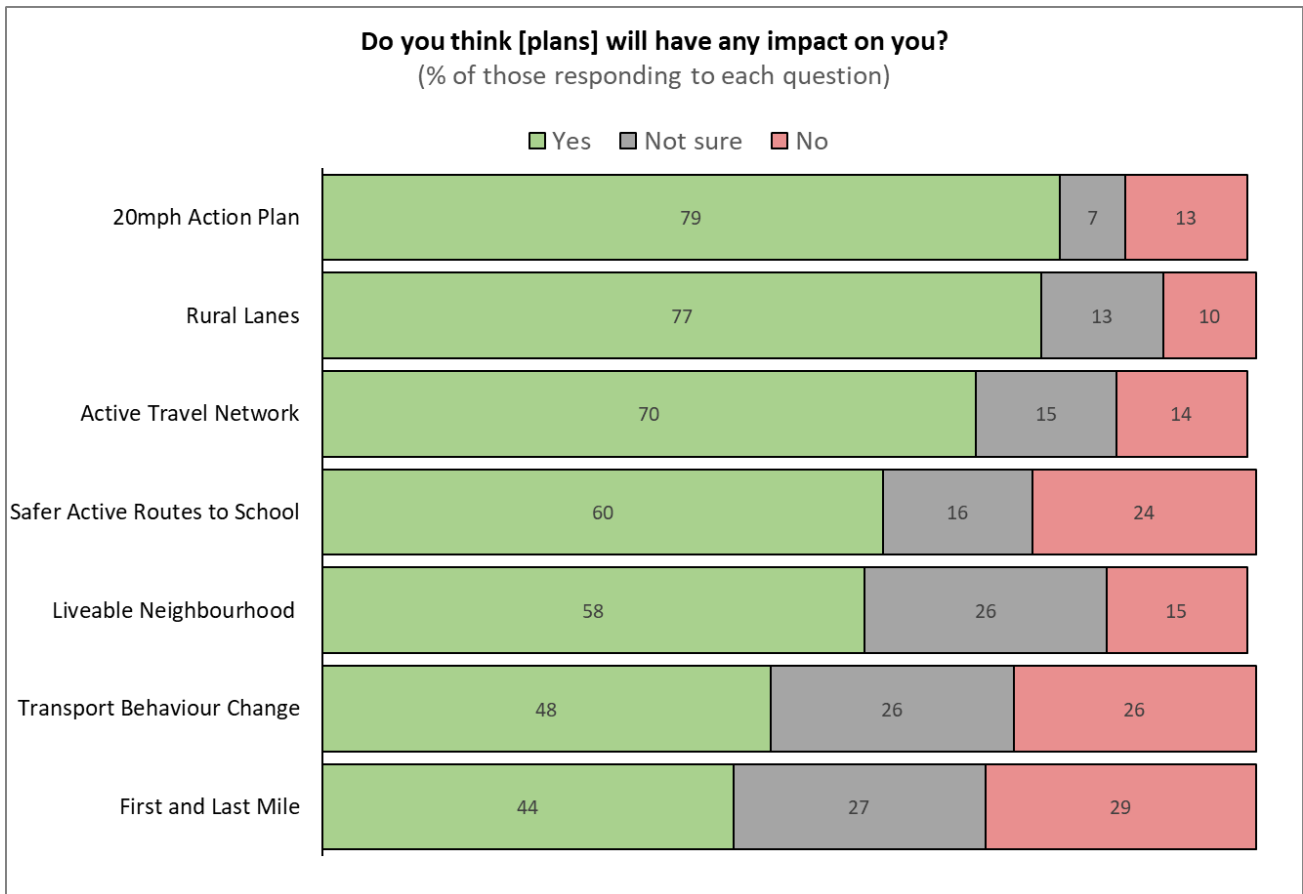


791 responses were received for this question. The top three most commented on action plans were '20mph' (56%), 'Rural Lanes' (52%) and the 'Active Travel Network' (45%).

Summary questions

The following graph shows us a summary of Q1s across the 7 Action Plans, showing how the different action plans compared to each other.

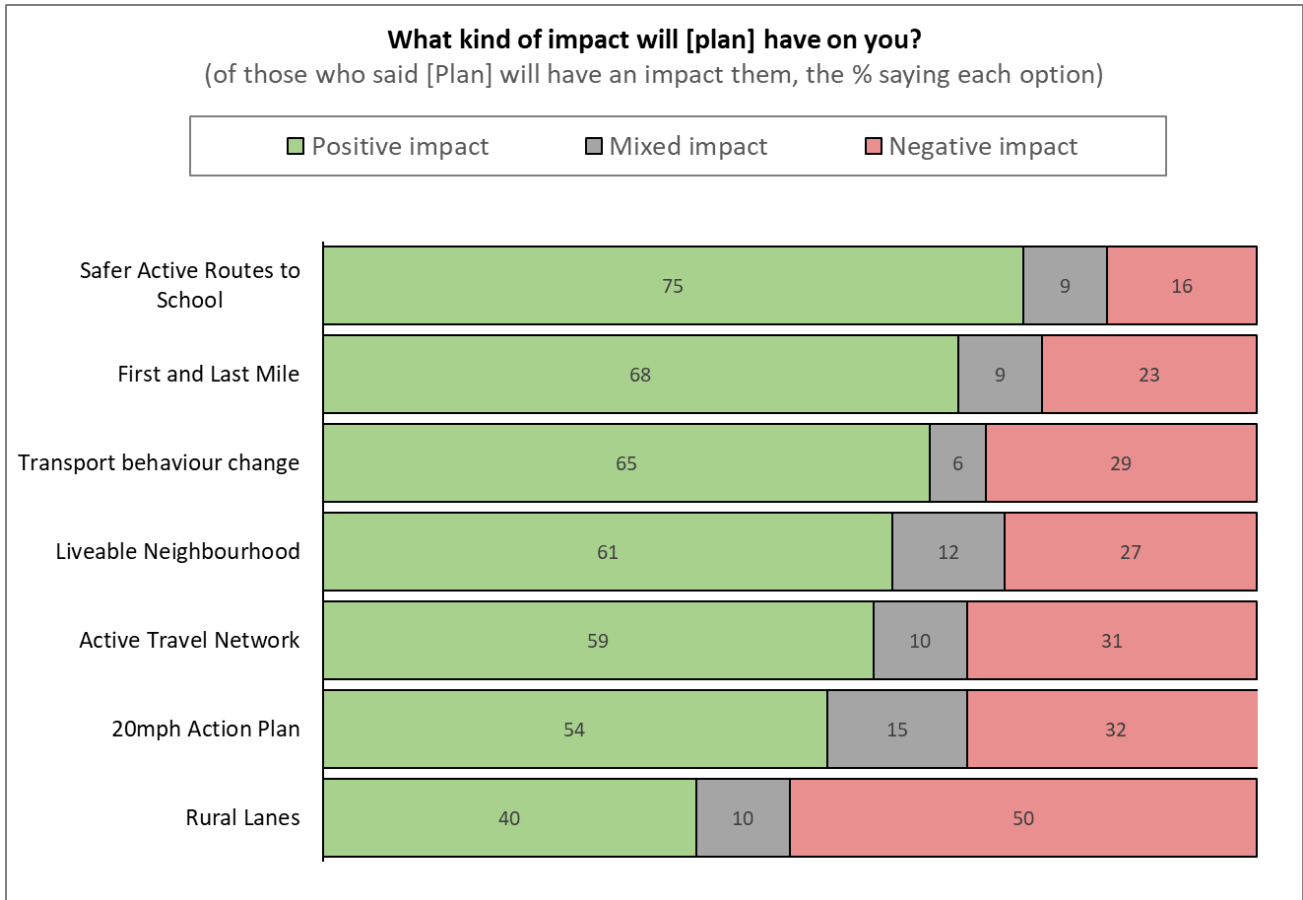
Q1s Do you think the plans will have any impact on you?



For all action plans a majority of respondents selected that ‘yes’ the action plan would have an impact on them.

There was a notable representation of ‘not sure’ responses for this question, the greatest of which came from the ‘First and Last Mile’ action plan (27%), ‘Transport Behaviour Change’ (26%) and Liveable Neighbourhood’ (26%).

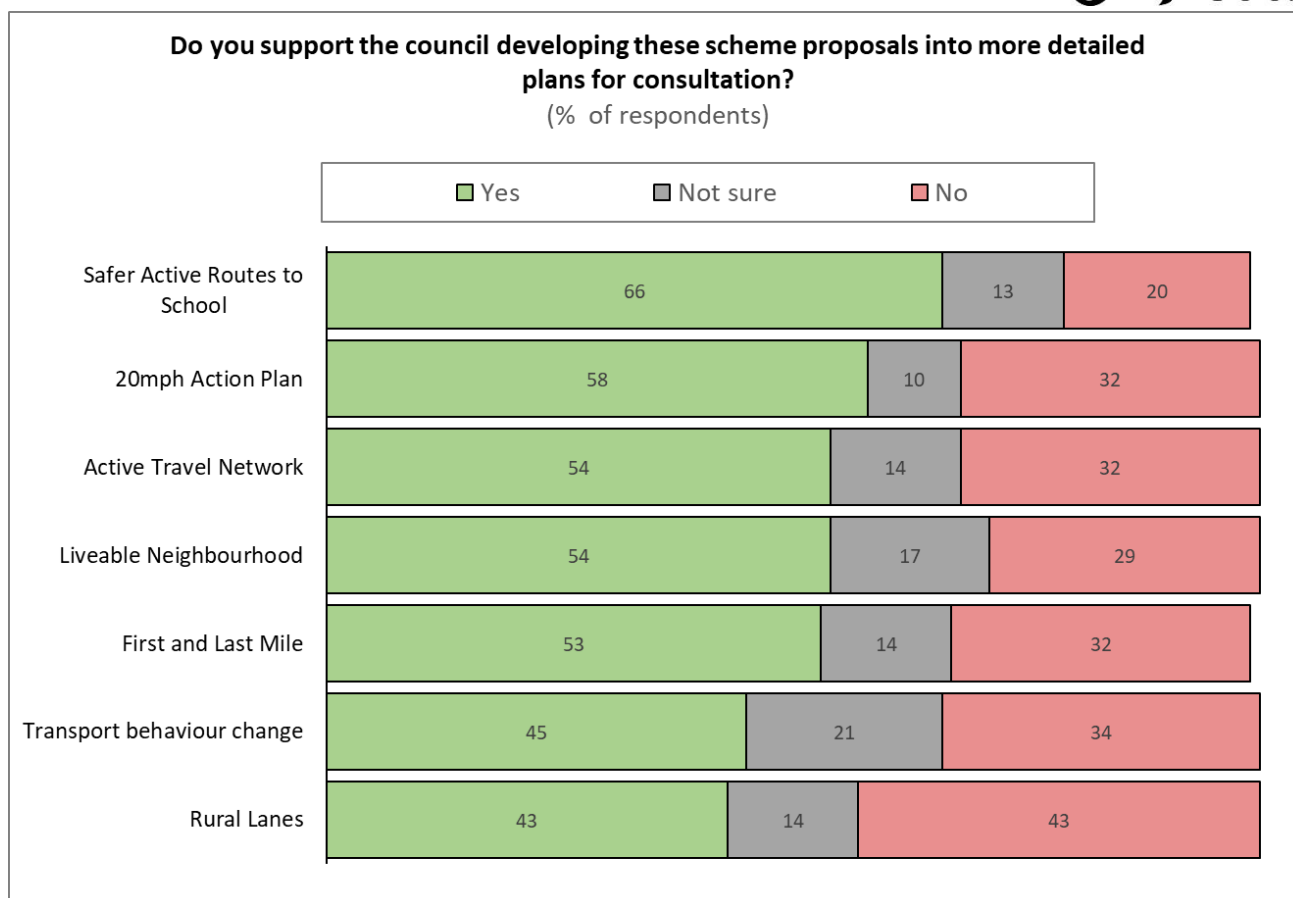
Q2s What kind of impact will the Action Plans have on you?



The below graph shows us a summary of Q2s across the 7 Action Plans, showing how the different action plans compared to each other.

For all action plans the majority of respondents selected that the action plans would have a positive impact on them, apart from for 'Rural Lanes'. For 'Rural Lanes' the majority said the action plan would a negative impact on them (50%), followed closely by those who said it would have a positive impact (40%), and those who believed it would have a 'mixed impact' (10%).

Q3s Do you support the council developing these scheme proposals into more detailed plans for consultation?



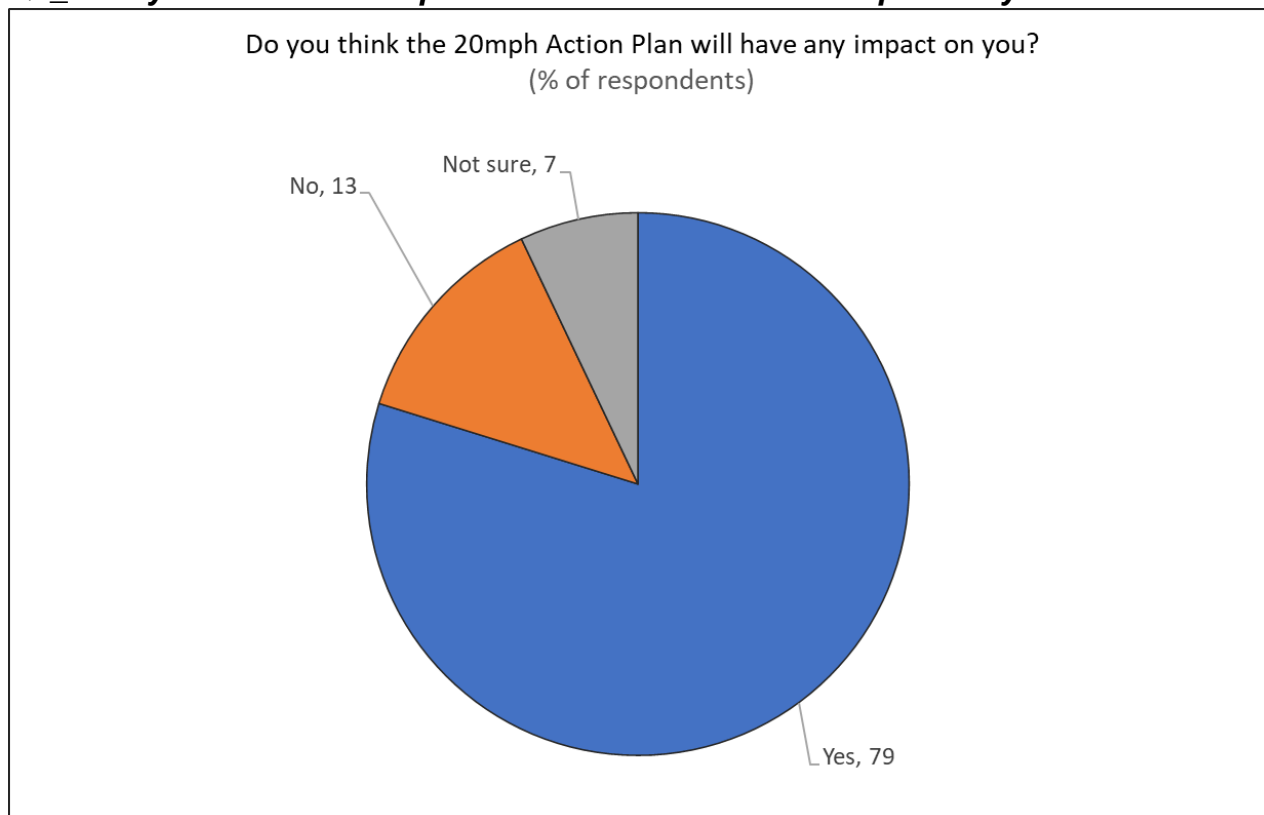
The above graph shows us a summary of Q3s across the 7 Action Plans, showing how the different action plans compared to each other.

For all action plans the majority of respondents selected that ‘yes’ (they are in support of the council developing the scheme proposals further for consultation), except for ‘Rural Lanes’ where there were equal number of responses in favour (43%), as there were against (43%). The remaining 14% selected ‘Not sure’.

Section 1: 20mph

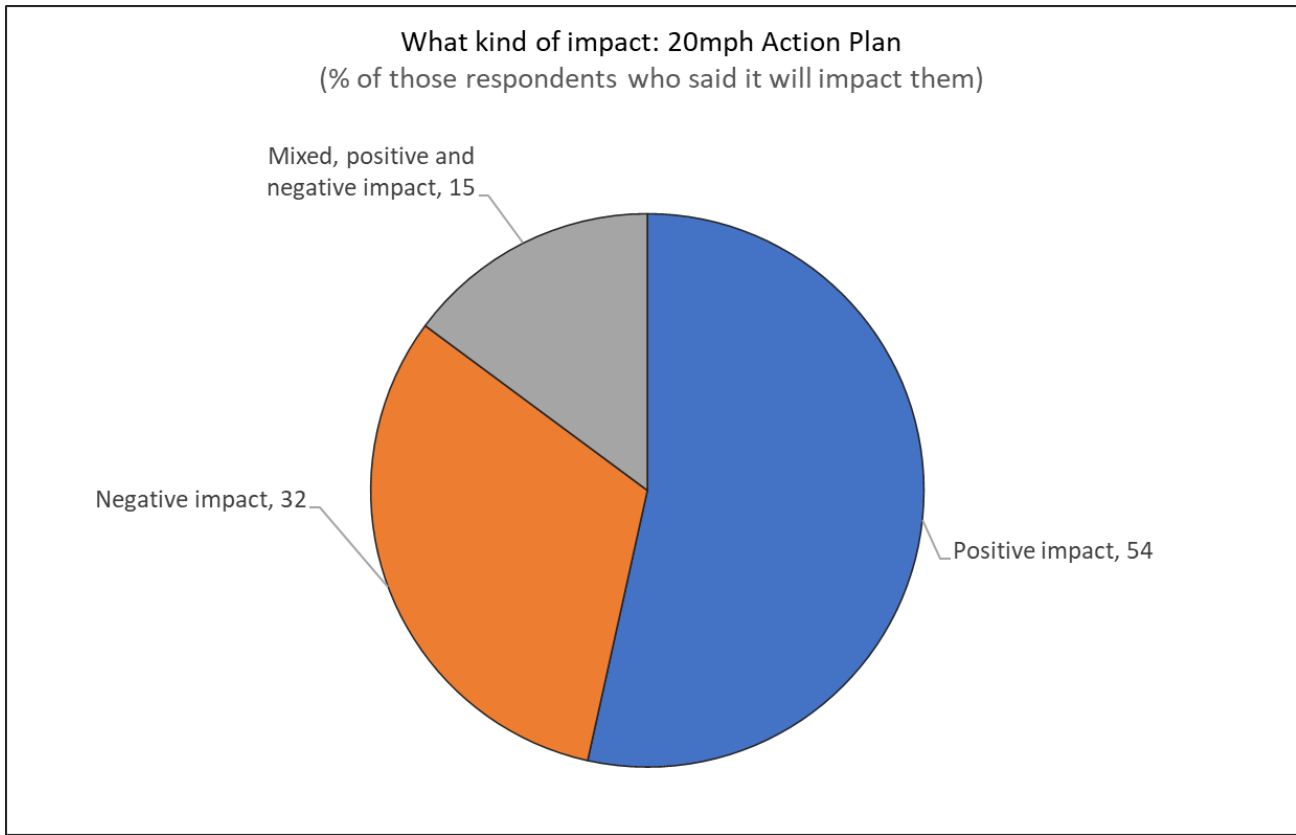
443 people chose to respond to the 20mph Action Plan via the online questionnaire, with a further 5 responses received via email.

Q1_1 Do you think the 20mph Action Plan will have an impact on you?



429 responses were received for this question and 79% of respondents believed that the 20mph Action Plan will have an impact on them, 13% did not and 7% were not sure.

Q1_2 What kind of impact?



338 responses were received for this question and 54% of respondents believed that the 20mph Action Plan will have a positive impact on them, 32% believed it would have a negative impact and 15% believed it could have a mixed (negative and positive) impact.

Q1_3 a What are the positive impact (s)?

Respondents who engaged with the 20mph Active Travel Action Plan mentioned a broad array of possible benefits. The most common benefit raised was that of the perception that 20mph will bring about improvements to road safety for people driving, walking/wheeling, and cycling, as well as those riding horses. This is a positive reflection on this ATAP which itself cites improved safety as a principal outcome of 20mph. Notably, more specific comments referencing the benefits of safety for schools and their students within our communities were frequently made.

Aside from road safety, positive impacts were also identified as coming through environmental improvements, specifically emissions and noise reduction.

Focussing on the positive impacts that 20mph can bring to our communities, comments frequently referenced opportunities to reduce 'rat running' by motor vehicles. This supports further comments referring to 20mph providing improvements to access villages and communities, particularly for those looking to travel by foot. Unlocking this suppressed demand for travelling actively is another important consideration for 20mphs in North Somerset.

Throughout the responses to this question, a number of in-text suggestions for future 20mph locations were put forward. These suggestions have been noted and will be taken forward for consideration as part of the scheme prioritisation process.



Q1_3 b What are the negative impact(s)?

Alongside the perceived benefits of 20mph in North Somerset, the survey also asked respondents to highlight any concerns of potential negative impacts which may arise from the action plan.

The most common concern in the responses to this question related to delays to journey times for motor vehicles. When considered individually some of these responses related to the impact of 20mph on businesses, specifically those traveling between clients. It is noted that the journey time increases are limited by the length of the scheme. The current criteria ensures that 20mph is only placed where it is appropriate to do so and speeds are conducive.

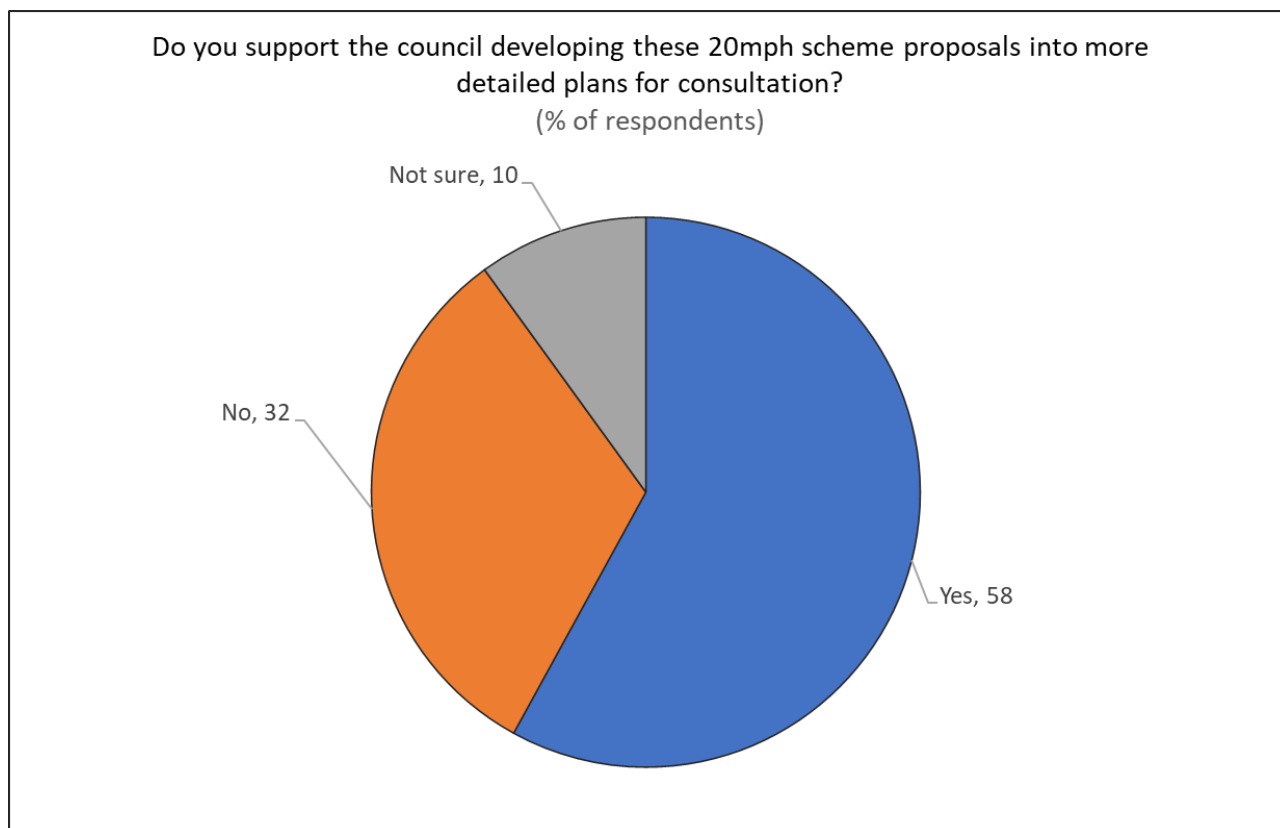
While some highlighted environmental impacts as a positive in the previous question, a number of respondents had concerns relating to the environmental impacts of higher fuel consumption brought about by travelling in motor vehicles at a lower gear.

In the responses, driver behaviour was frequently referenced. These concerns centred around drivers of motor vehicles travelling at low speeds showing behaviours of frustration and spending increased time watching their speedometer rather than paying due care and attention to their surroundings. It is anticipated that by ensuring that 20mph is introduced where the built environment and existing speeds are conducive with these limits, will ensure that this behaviour is managed.

Q1_4 Within the 20mph Action Plan we have listed some scheme proposals that we could progress subject to funding and engagement.



Do you support the Council developing these scheme proposals into more detailed plans for consultation?



431 responses were received for this question and 58% of respondents stated that 'Yes' they were in support of the council developing the 20mph Action Plan scheme proposals further (ready for consultation), 32% stated 'No' they were not in support, and the remaining 10% stated they were 'Not sure'.

Q1_5 Do you have any other comments or suggestions about these plans?

When given the opportunity to express additional comments, concerns or suggestions, respondents highlighted a range of further points. Along with notes around signage, in terms of placement, quantity and type of signage, several comments also enquired about the possibility of vehicle activated signage. We will ensure that during the detailed design phase of improvement schemes, the signage will be carefully considered to ensure that it is appropriate and in keeping with the environment where it is placed.

Comments regarding how 20mph will be enforced were frequent in the responses to this question. While some respondents requested increased numbers of speed cameras, others questioned whether this would be policed. As part of these schemes, police will enforce the 20mph limit. By establishing our criteria, which considers existing speeds and built environment, it is anticipated that compliance will be improved.

Building on comments regarding the criteria, a number of comments suggested that the criteria is too stringent and should be more liberal in its application, while others suggested it was not stringent enough. It was expressed that 'active frontages' was not an easily

understood term. As such, in our engagement with communities, this will be carefully articulated. The criteria was approved by North Somerset Council's Executive Committee in 2020. It should also be noted that several comments were made on vertical traffic calming (for example speed cushions), expressing concern about potential damage to vehicles. Vertical traffic calming is designed to be suitable for road legal vehicles.



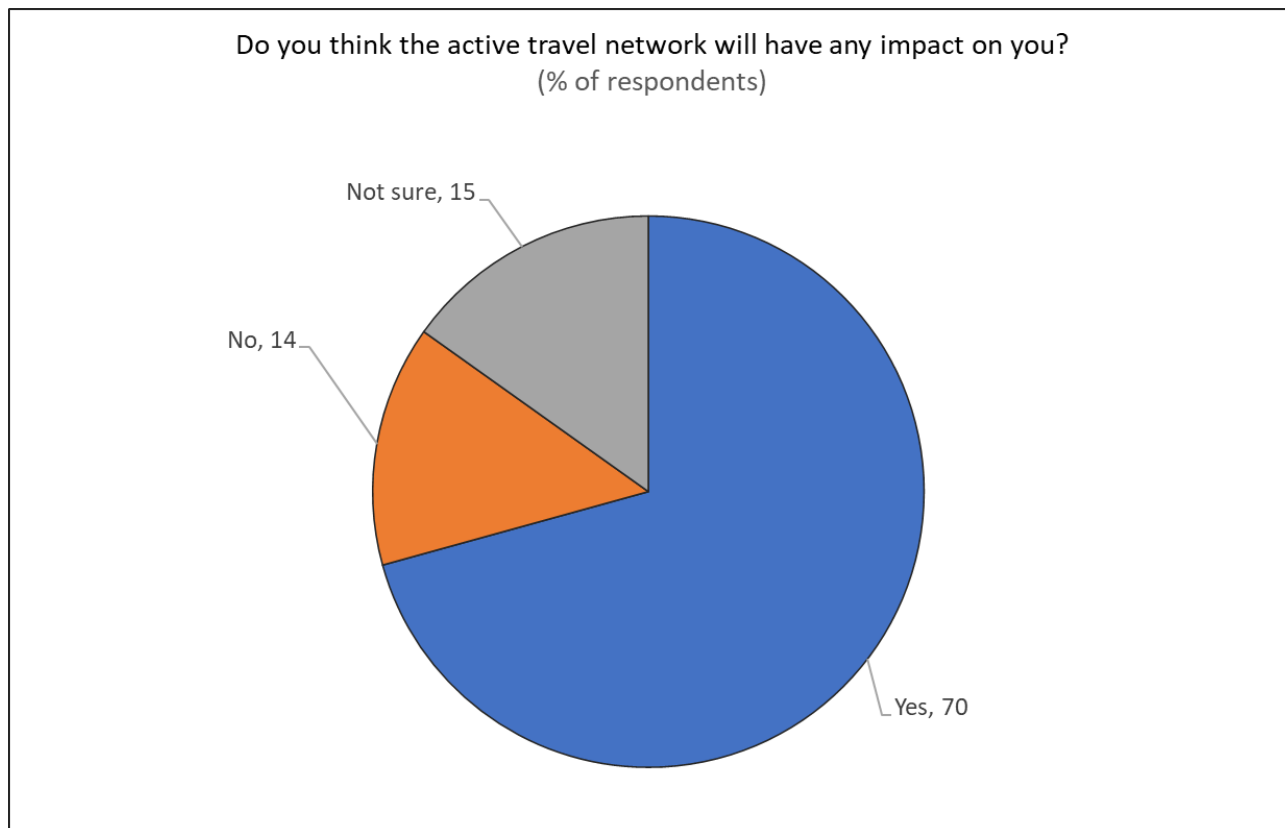
Wider comments were received around general implementation of schemes, with some suggesting that all urban areas should be 20mph by default, while a similar number of comments expressed a preference for the continuation of 30mph standard for urban areas, which was deemed to be suitable.

Finally, additional location suggestions were added to this comment section and, as per the above, these suggestions have been added to the scheme pipeline for consideration.

Section 2: Active Travel Network

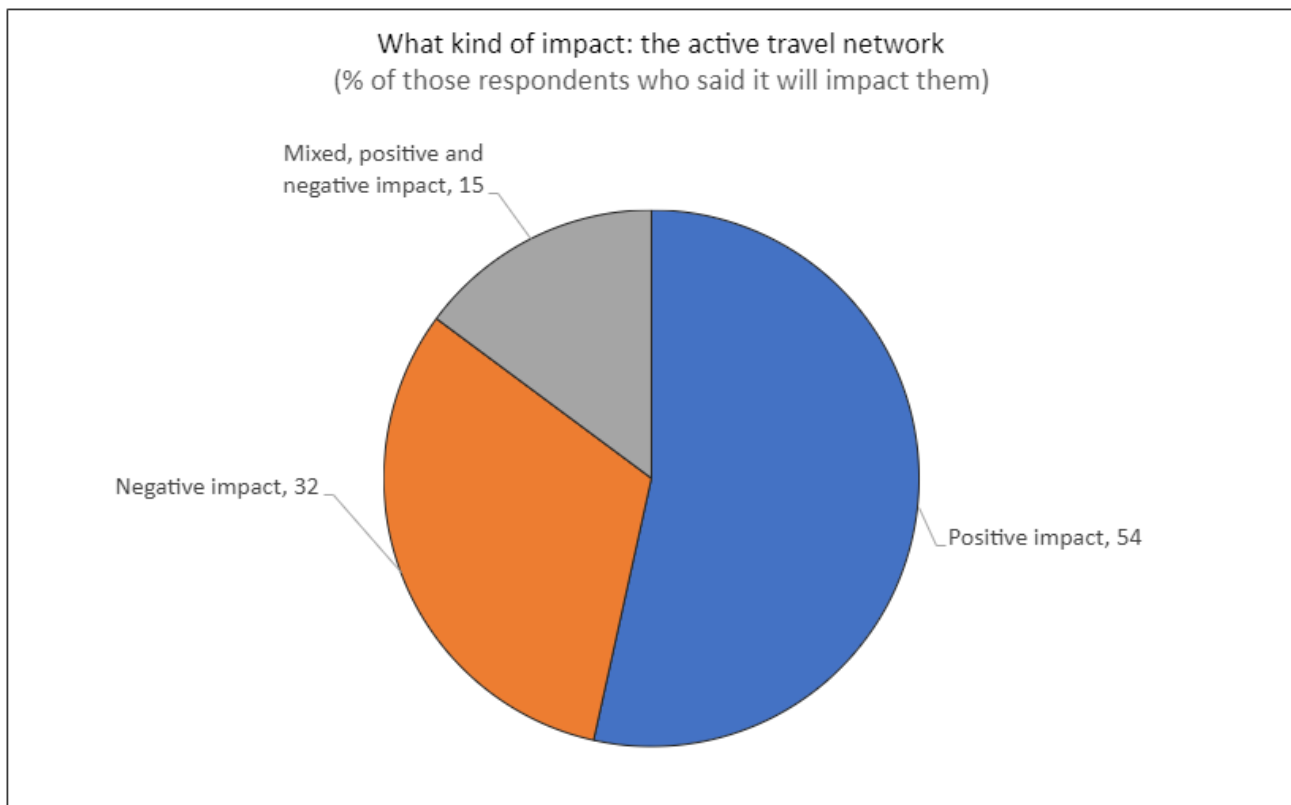
356 people chose to respond to the Active Travel Network Action Plan via the online questionnaire, with a further 2 responses received via email.

Q2_1 Do you think the Active Travel Network will have any impact on you?



429 responses were received for this question and 70% of respondents believed that the Active Travel Network Action Plan will have an impact on them, while 14% did not and 15% were not sure.

Q2_2 What kind of impact?



338 responses were received for this question and 54% of respondents believed that the Active Travel Network Action Plan will have a positive impact on them, while 32% believed it would have a negative impact and 15% believed it could have a mixed (negative and positive) impact.

Q2_4 a What are the positive impact (s)?

125 respondents used the free-text box to comment on the positive impacts of the Active Travel Network Action Plan. The main view expressed by three-quarters of the responses was being able to travel by active means to more places more often and being able to reduce car dependency. For a third of these, this was due to expecting to be safer, or feel safer with more complete and improved active travel networks. 20% commented on improved access to places or services, including to public transport, that they felt was not currently an option for them. Improved access for disabled people was also mentioned by three people. The next most mentioned theme, by nearly a quarter of respondents was improvements to their health (physical and/or mental) or the health of the population, often mentioned together with the health of the planet, carbon reduction, healthier lifestyles and an improved local environment.

Various route suggestions were made with the greatest calling for improvements between Clevedon and Yatton, followed by new and improved links between Nailsea and Backwell, and Clevedon to Nailsea.

Nine town/parish councils made comments which were generally supportive of the need for joined-up networks, but also mentioned some of the practicalities which need to be considered, as well as specific improvements needed.

Q2_4 b What are the negative impact(s)?

With 83 responses, this was 34% fewer than the positive impacts box.

The main concern, expressed by half of the respondents to this question, was that access and parking would be reduced, together with greater inconvenience, and increased time needed for car journeys. A third of this group of comments were from people who identified themselves as older, or with reduced mobility. Some stated that the proposals were discriminatory, and that there were serious implications for people who are not fully able, but do not qualify for Blue Badge parking.

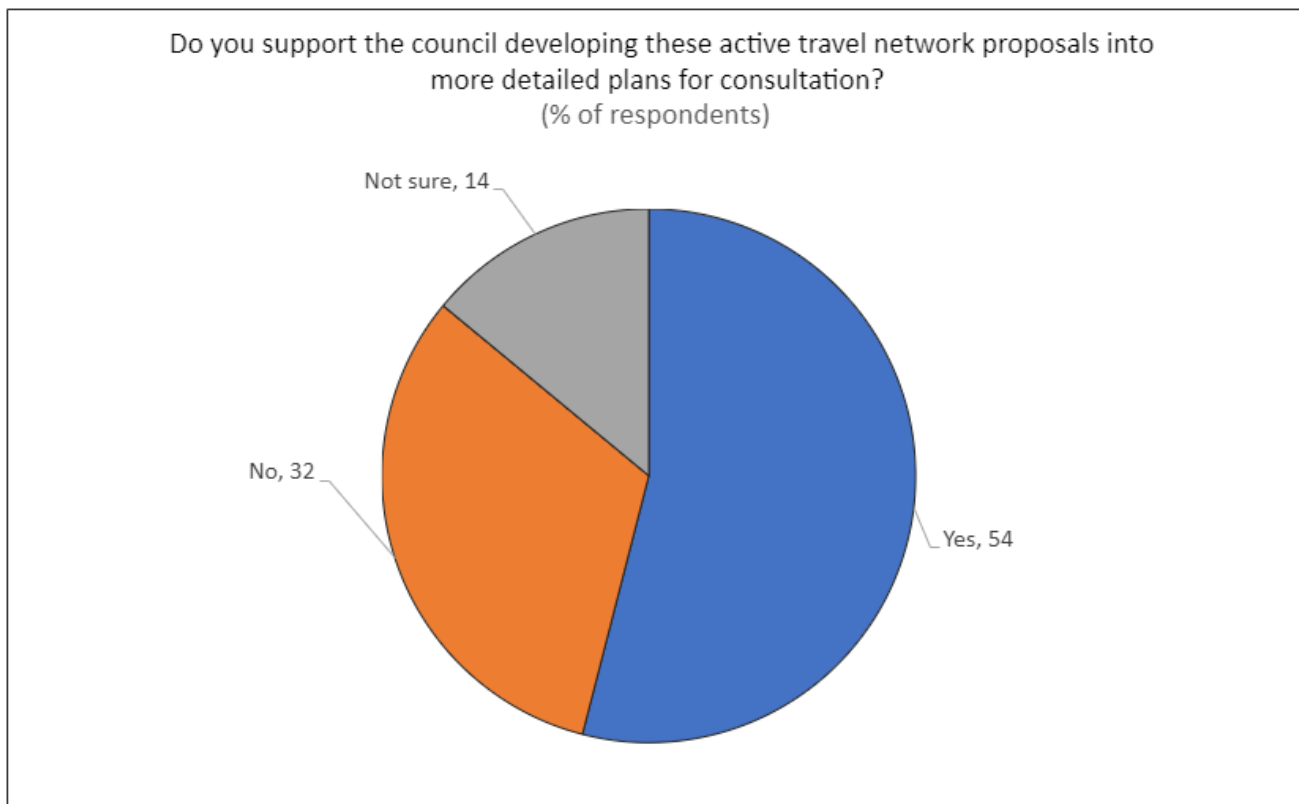
The next most expressed view, by 13% of respondents, questioned whether change was necessary and good use of public money. A further 9% cited such changes as unwanted or having undesirable consequences (such as displaced traffic or parking), with 4% of the total comments specifically about Clevedon Seafront. 6% did not want to be 'forced' to change or considered the proposals to be anti-car. The issue of M5 diversionary traffic and how this would be managed was raised by 3% of respondents.

Whether new infrastructure would be fit for purpose (of adequate width, joined-up etc), or would otherwise meet their needs, was raised by 7% of respondents. Lack of segregated routes and sharing of paths with inadequate provision was raised by 5% of respondents.

Four parish and town councils and one business commented. These were mostly on the theme that the proposals are not easy to implement. Retaining access for residents was also mentioned.

Q2_5 Within the Active Travel Network we have listed some scheme proposals that we could progress subject to funding and engagement.

Do you support the council developing these proposals into more detailed plans for consultation?



336 responses were received for this question and 54% of respondents stated that 'Yes' they were in support of the council developing further the scheme proposals within the Active Travel Network Action Plan, while 32% stated 'No' they were not in support, and the remaining 14% stated they were 'Not sure'.

Q2_6 Do you have any other comments or suggestions about these plans?

164 respondents used the free-text box to make other comments on this Action Plan. Over a quarter of these offered general support for the plan. Of these comments, most were for specific requests for routes to consider, or additional measures to make the plan more effective, with better maintenance of routes, and enforcement of pavement parking/driving infringements also mentioned.

Clevedon Seafront attracted 15 comments against the recent changes and 2 comments supporting them. Some of these were linked to comments about consultation (7%) and the need to ensure consultation on policy documents such as this is more widely publicised and inclusive, and that scheme specific consultation is more thorough/listened to.

10% felt the plan to be unnecessary, unwanted, or a waste of money, while a further 2% questioned the practicality and affordability of the plan.

7% of comments were regarding access and parking by older people, or less able-bodied people, not just Blue Badge holders, with a further 3% saying we must not penalise drivers.

Better walking routes within and between villages, including improving existing footpaths was mentioned by 4% of respondents. The need for adequate provision for active travel (sufficient width, segregation etc) was mentioned by 4% of respondents. Although this is not an action plan about public transport, the need for better public transport was cited by 7% of respondents, especially where active travel may be harder to provide for / distances too great. And that a general move to less car-dependant lifestyles will also depend on this.



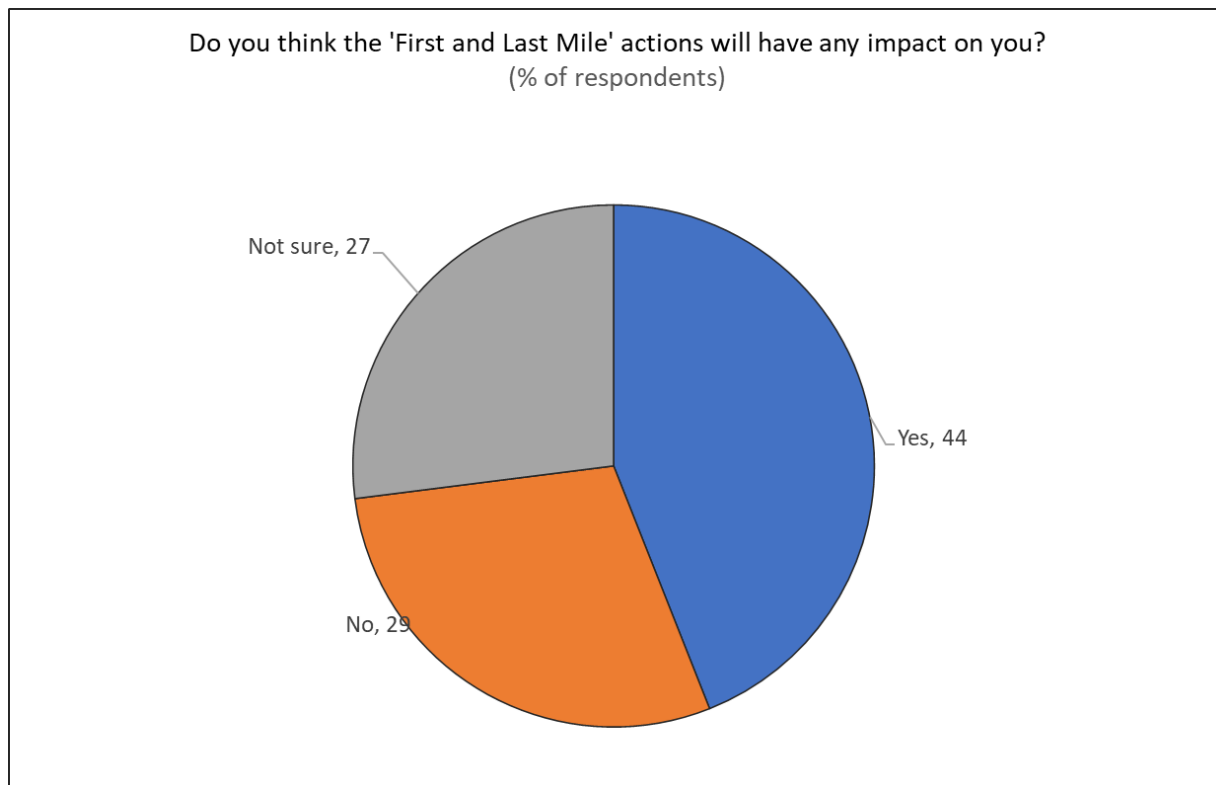
Eleven parish and town councils, and one business commented. Most of these comments were for specific scheme suggestions or local improvements. As with all proposals received through this consultation, and ongoing, these will be added to our Scheme Pipeline for initial evaluation. Schemes will be assessed on their merits and deliverability to determine their priority, and the highest of these taken forward.

Section 3: First and Last Mile



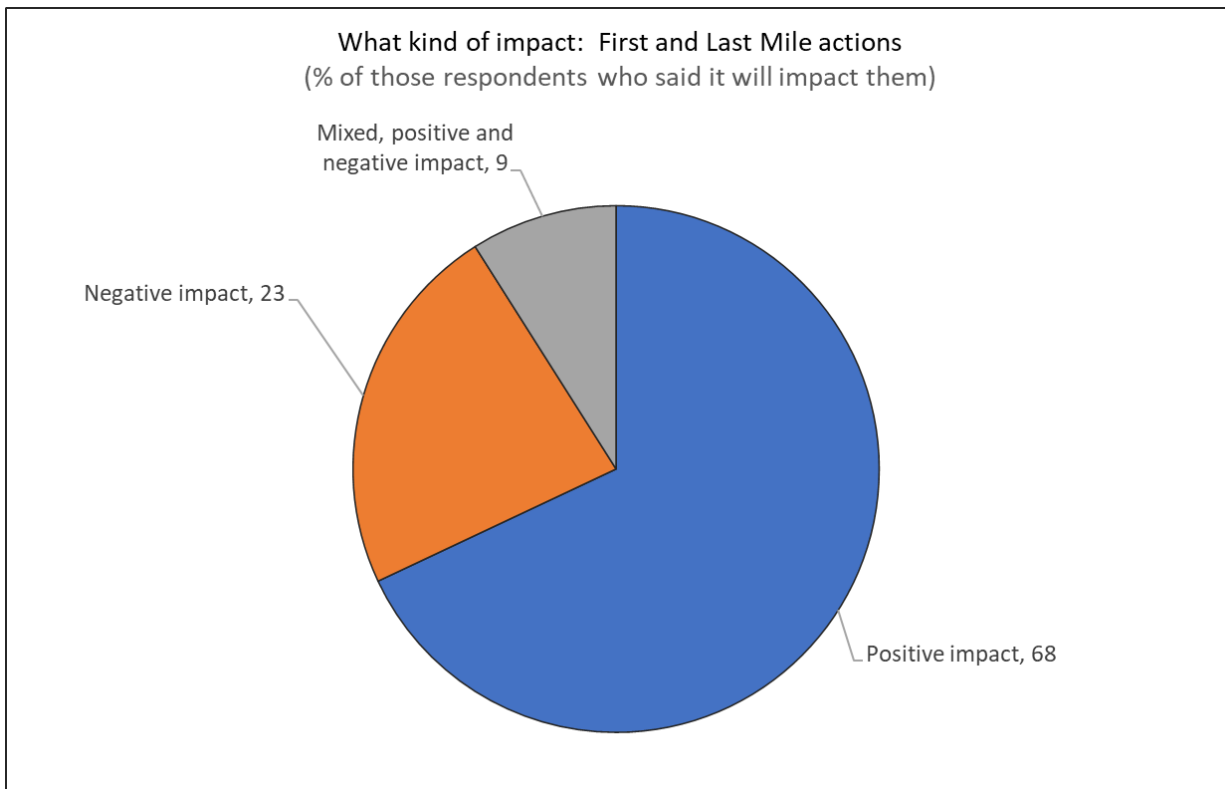
277 people chose to respond to the First and Last Mile Action Plan via the online questionnaire, with a further 5 responses received via email.

Q3_1 Do you think the First and Last Mile actions, as outlined in the plan, will have any impact on you?



252 responses were received for this question and 44% of respondents believed that the First and Last Mile Action Plan will have an impact on them, while 29% did not and 27% were not sure.

Q3_2 What kind of impact?



112 responses were received for this question and 68% of respondents believed that the First and Last Mile Action Plan will have a positive impact on them, while 23% believed it would have a negative impact and 9% believed it could have a mixed (negative and positive) impact.

Q3_3 a What are the positive impact (s)?

Respondents who engaged with the First and Last Mile Action Plan provided a mixture of reasons why the plan would or could provide positive impacts. These included:

- Making it easier to use the public transport network which would be better overall as a result;
- Reducing car dependency and providing more options to get around;
- Paving the way for much-needed micromobility solutions (such as hire bikes, e-bikes and/or e-scooters);
- Improving the overall safety of the transport network;
- Less isolation for older/disabled people if there are more options to get around;
- Lower cost travel options improved;
- Enhancing lower-carbon travel;
- Being more active.

Other potential positive impacts included better connections between North Somerset towns and Bristol, improved bike parking at railway stations and better overall reliability of the public transport network.

A number of specific locations were referenced in the comments for improvements, most notably for Clevedon, Yatton and Nailsea/Backwell but other areas like Weston and rural

locations generally were cited as needing better connections to and a better overall public transport network. All specific requests received will be reviewed through our emerging scheme development process.

Q3_3 b What are the negative impact(s)?

People responding to this question cited a number of potential negative impacts of the First and Last Mile Action Plan. These included the following main themes:

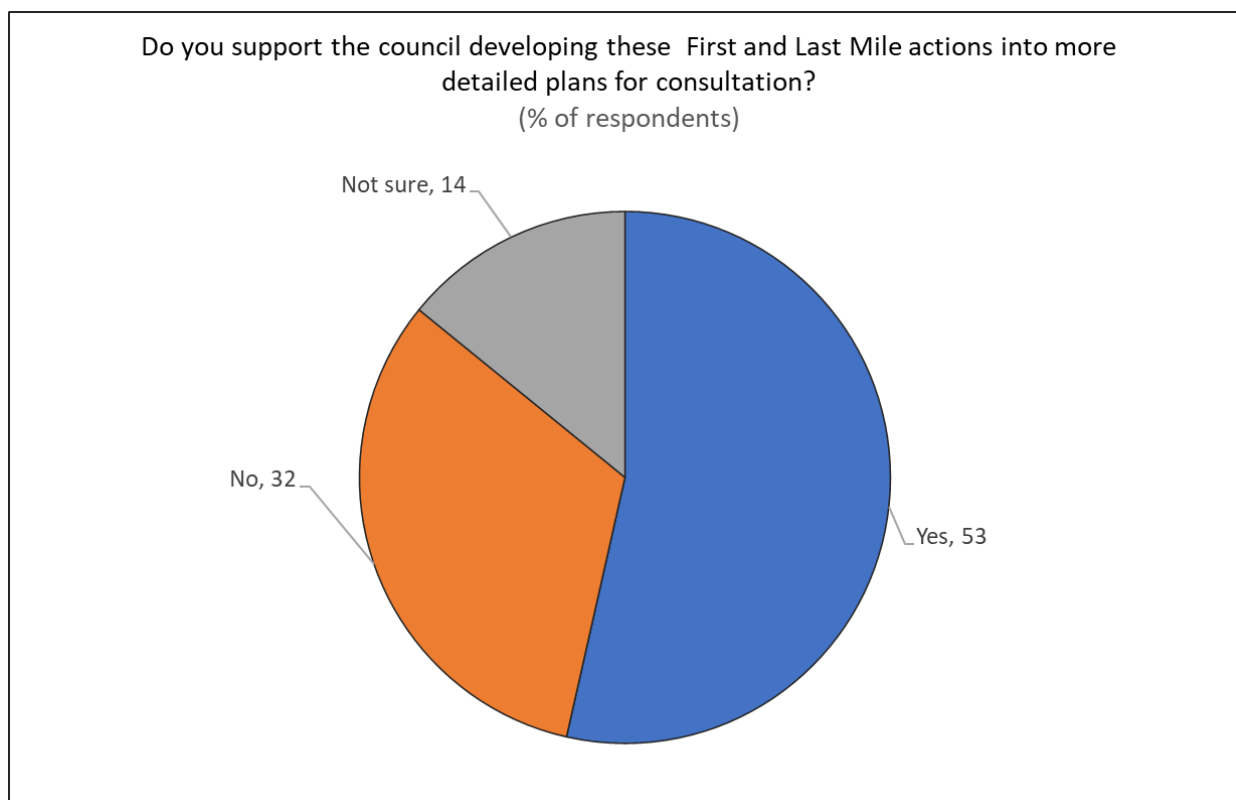
- residents being reliant on a car or motorised transport to get around, whether for complex journeys or due to age/mobility/disability reasons;
- the plan affecting the current main mode of transport (driving);
- concern over impacts on businesses if car accessibility was reduced;
- other transport issues such as poor bus service provision, active travel and road safety should be improved as a focus (not the first/last mile access to them).

Less frequently referenced potential negative impacts included:

- a lack of specific improvements listed for that person's area;
- first/last mile transport options being slower in terms of journey time;
- more complex and more expensive as a mode of travel;
- questioning the assumption that everyone wants to be active;
- mobility hubs being costly/expensive;
- concern over micromobility options such as e-scooters.

Q3_3 Within the First and Last Mile Action Plan, we have listed some scheme proposals that we could progress subject to funding and engagement.

Do you support the council developing these proposals into more detailed plans for consultation?



250 responses were received for this question and 53% of respondents stated that 'Yes' they were in support of the Council developing further scheme proposals included within the First and Last Mile Action Plan. 32% stated 'No' they were not in support, and the remaining 14% stated they were 'Not sure'.

Q3_4 Do you have any other comments or suggestions about these plans?

A range of general and specific comments were provided in response to this question. The most referenced examples are similar to the main themes provided in the responses to the positive and negative impacts questions above, such as needing:

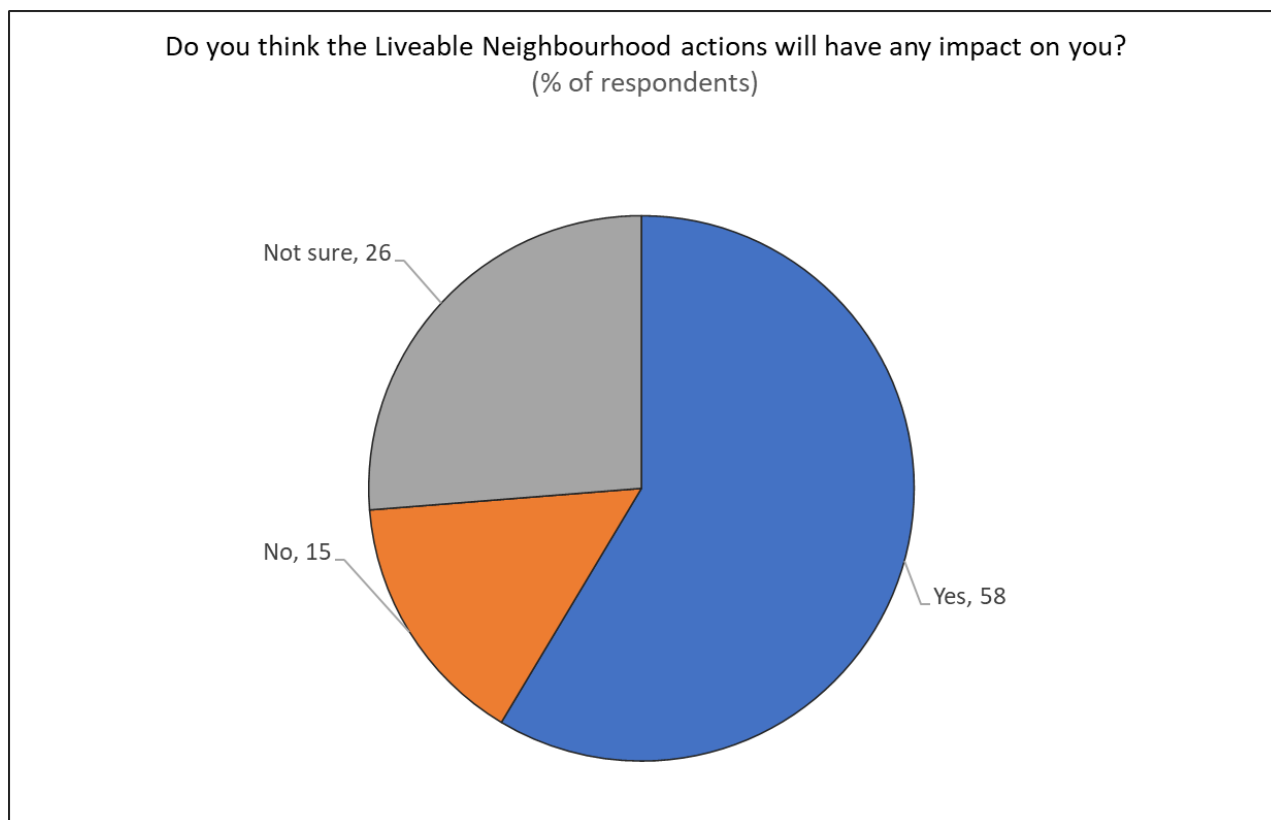
- better provision of buses themselves before focus is moved to first and last mile access improvements to the bus network;
- more opportunities to rent bikes or other micromobility solutions such as e-bikes and e-scooters to get around towns and to public transport;
- better capacity/facilities for bike storage on trains (& buses which is currently not permitted!) as well as better/more secure bike parking at our railway stations;
- Cheaper rail tickets would enhance usage of trains.

A host of other more specific comments about individual areas and issues were provided, all of which were read, reviewed and taken into consideration when updating the final Action Plan.

Section 4: Liveable Neighbourhoods

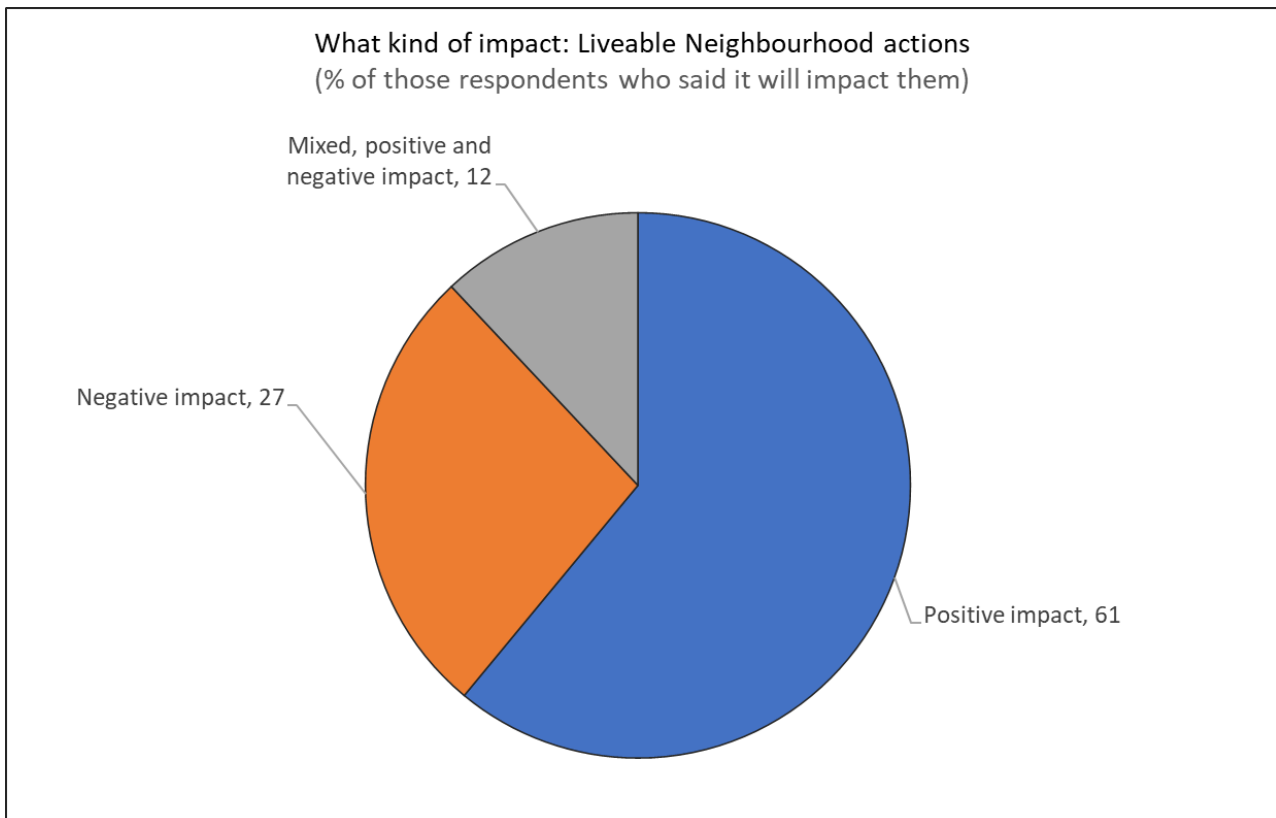
316 people chose to respond to Liveable Neighbourhoods Action Plan via the online questionnaire, with a further 8 responses received via email.

Q4_1 Do you think the Liveable Neighbourhoods Action Plan, as outlined in the plan, will have any impact on you?



292 responses were received for this question and 58% of respondents believed that the Liveable Neighbourhoods Action Plan will have an impact on them, while 15% did not and 26% were not sure.

Q4_2 What kind of impact?



168 responses were received for this question and 61% of respondents believed that the Liveable Neighbourhoods Action Plan will have a positive impact on them, while 27% believed it would have a negative impact and 12% believed it could have a mixed (negative and positive) impact.

Q4_3 a What are the positive impact(s)?

76 comments on the positive impacts were received.

Almost 80% of comments referred to improved safety as a key benefit. Improvements for the environment and the local community were also cited.

Q4_4 a What are the negative impact(s)?

55 comments on the negative impacts were received.

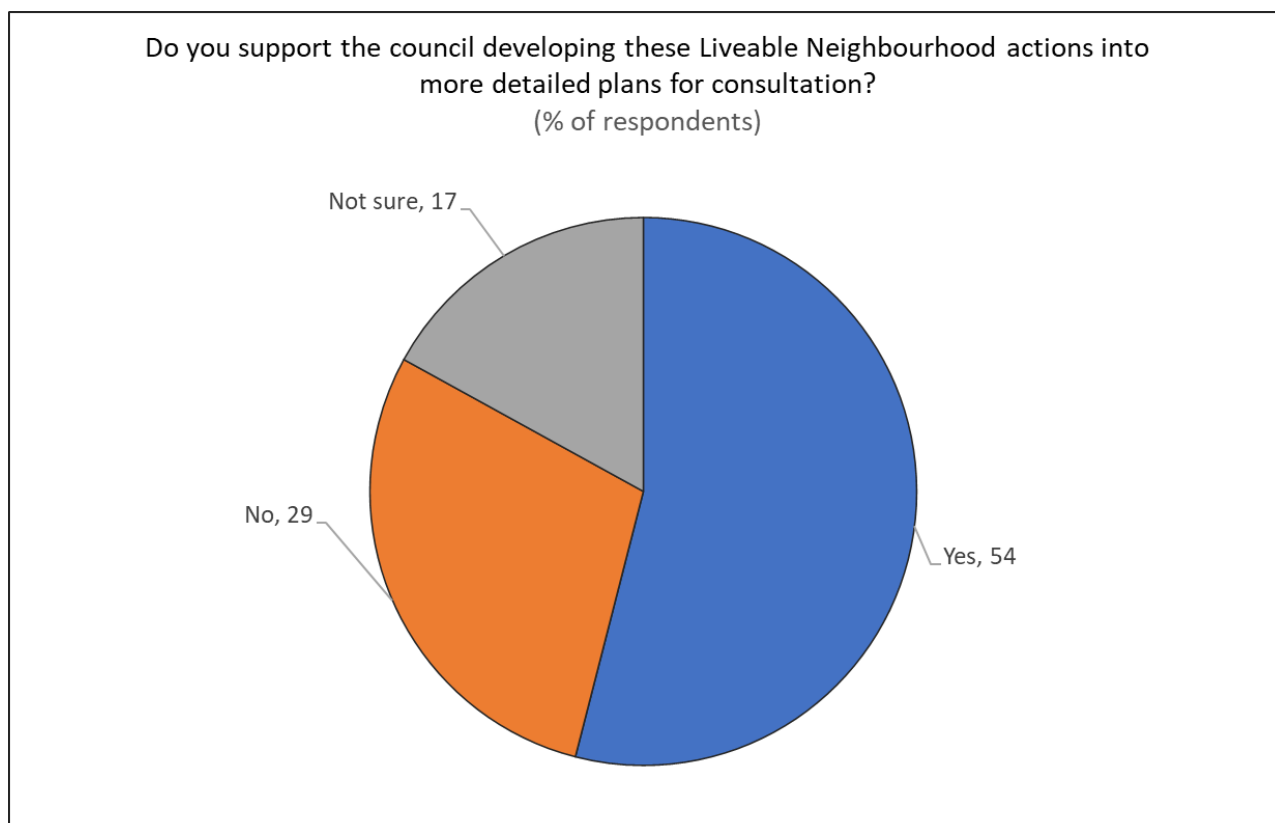
There was a common theme of people misunderstanding the proposal. The proposals do not intend to limit access via car, rather deter through-traffic. However, this was often cited as a negative impact.

Knock-on effects of traffic being displaced to surrounding roads was another frequently made comment.

Access for those unable to walk or cycle was also a recurring theme.

Q4_5 Within the Liveable Neighbourhoods Action Plan, we have listed some scheme proposals that we could progress subject to funding and engagement.

Do you support the council developing these proposals into more detailed plans for consultation?



290 responses were received for this question and 54% of respondents stated that 'Yes' they were in support of the council developing further the scheme proposals included within the Liveable Neighbourhoods Action Plan. 29% stated 'No' they were not in support, and the remaining 17% stated they were 'Not sure'.

Q4_6 Do you have any other comments or suggestions about these plans?

The other comments and suggestions provided by respondents included some of the same positive and negative themes as previously mentioned and some site-specific suggestions.

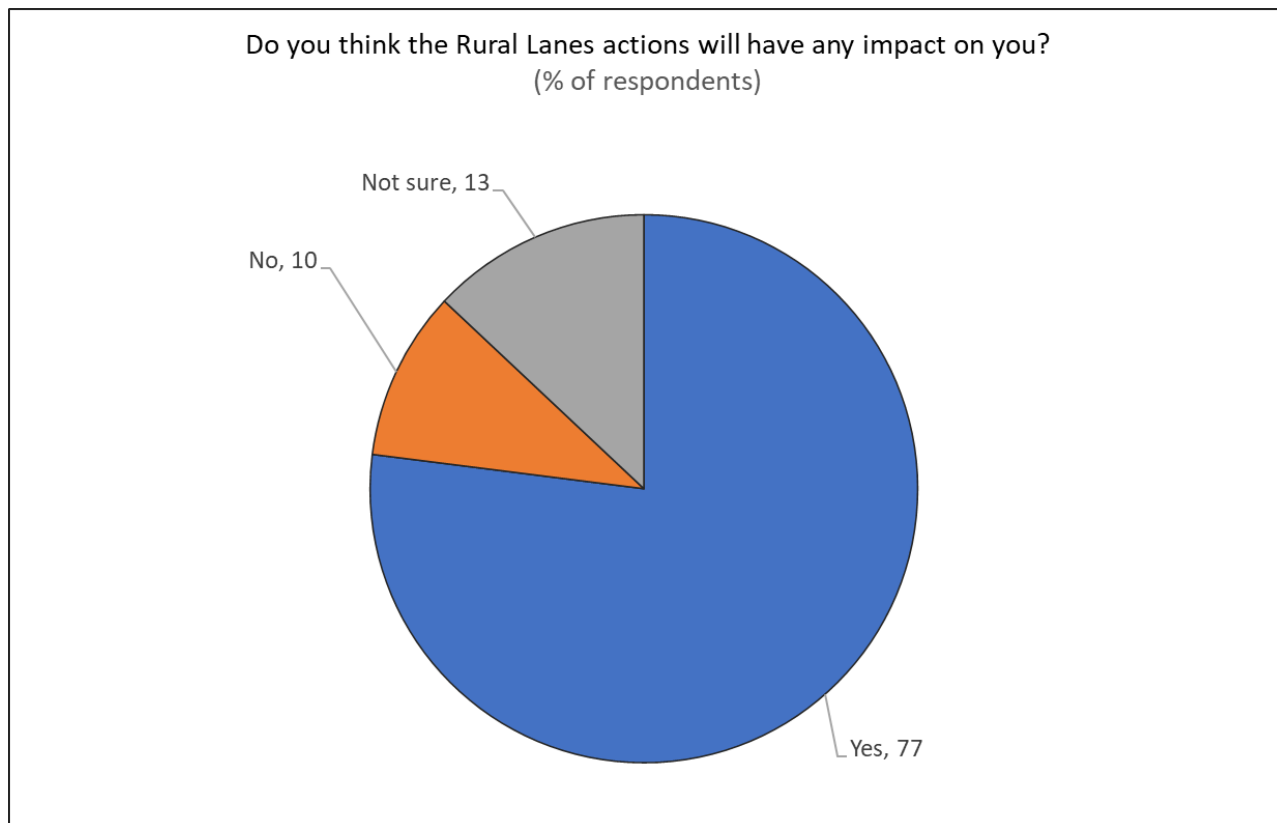
Some residents were critical that some smaller settlements did not receive a mention.

Section 5: Rural Lanes



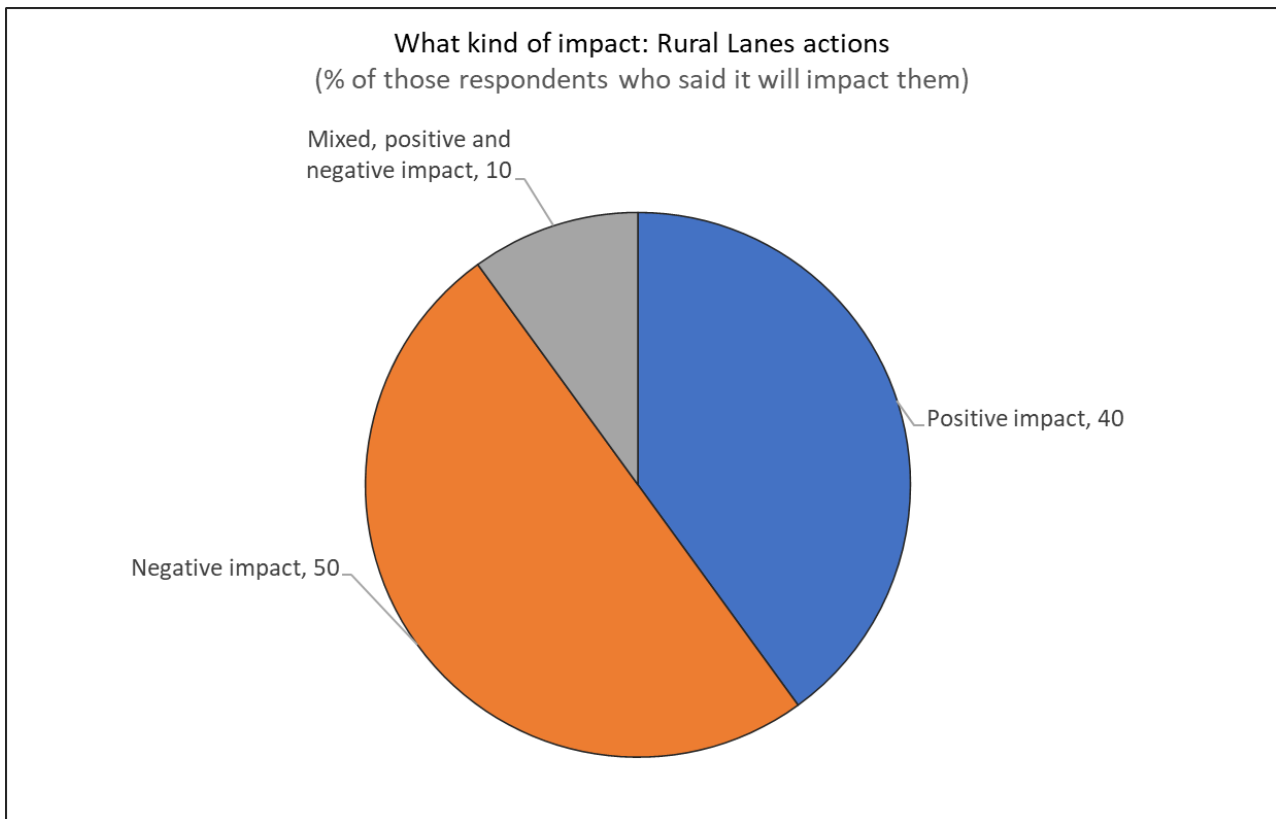
411 people chose to respond to the Rural Lane Action Plan via the online questionnaire, with a further 3 responses received via email.

Q5_1 Do you think the Rural Lanes Action Plan, as outlined in the plan, will have any impact on you?



380 responses were received for this question and 77% of respondents believed that the Rural Lanes Action Plan will have an impact on them, while 10% did not and 13% were not sure.

Q5_2 What kind of impact?



292 responses were received for this question and 40% of respondents believed that the Rural Lanes Action Plan will have a positive impact on them, 50% believed it would have a negative impact and 10% believed it could have a mixed (negative and positive) impact.

Q5_3 a What are the positive impact (s)?

The Rural Lanes action plan received 125 comments on positive impacts of the proposals. 92% of these comments stated improved safety as the main positive for those walking, wheeling, cycling and horse riding along the rural lanes.

Safety improvements was by far the most common theme to the positive impacts of the proposals. Improved safety from reduced vehicles and reduced speeds were cited as key aspects of this that would encourage people to use the rural lanes more, especially with vulnerable road users such as children and the elderly.

Other comments provided included improvements for wildlife and helping the rural areas remain peaceful as well as increased tourism were also given.

Q5_3 b What are the negative impact(s)?

162 comments on the negative impacts were received.

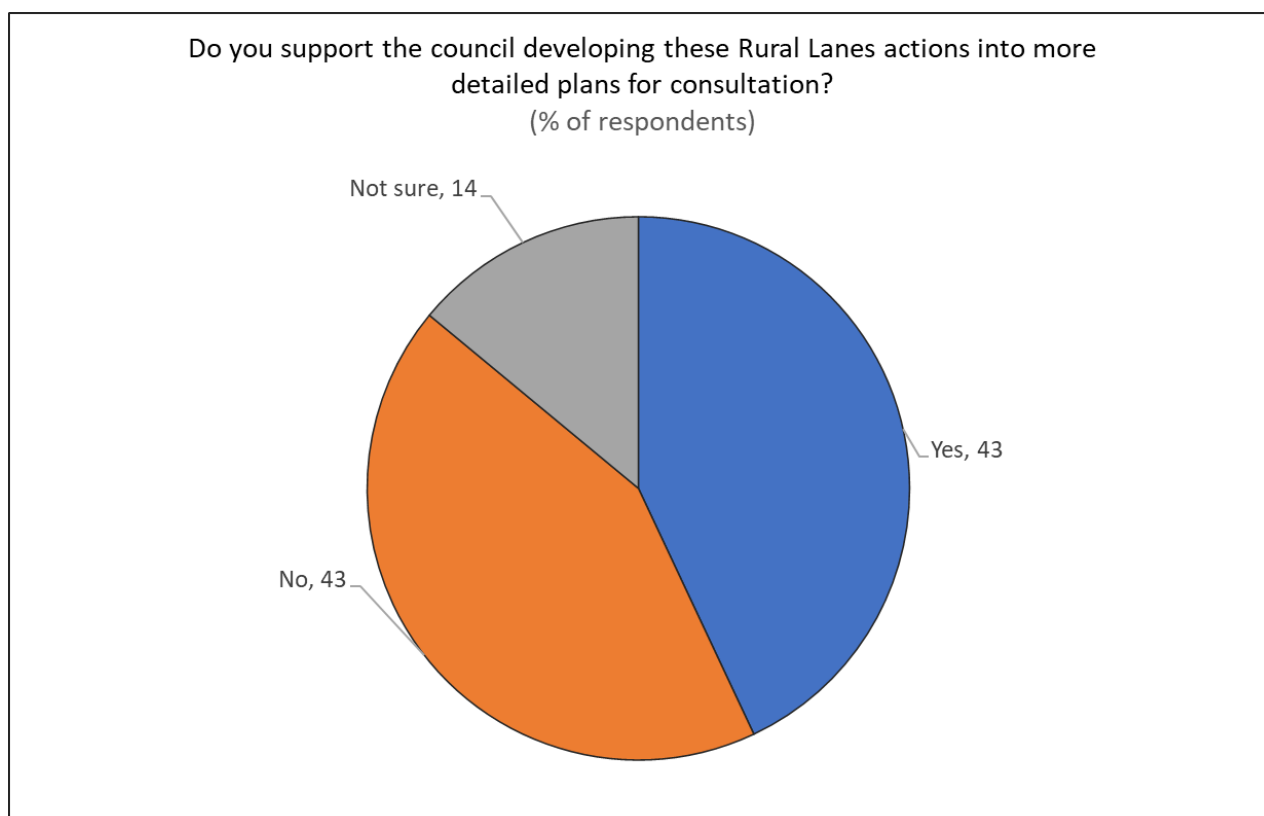
There was a common theme of people misunderstanding the proposal. There appears to be some misunderstanding regarding the Rural Lanes action plan in terms of people fearing their access will be restricted which is not part of the proposals, rather a reduction in speed limits and share with care approach for all users. Similarly, which roads are covered by the Rural Lanes Action Plan for example, Kenn Moor Road and Manmoor Lane were frequently mentioned, however, these are not included in the rural local access classification within the Place and Movement Framework's [network classifications](#).



Access to the rural areas especially for those not able to walk or cycle and for passing through these areas was a frequently voiced concern. People also mentioned their concerns over knock on effects to other roads and potential for longer journey times and concerns over what will happen in the event of the M5 being closed.

Q5_4 Within the Rural Lanes Action Plan, we have listed some scheme proposals that we could progress subject to funding and engagement.

Do you support the council developing these proposals into more detailed plans for consultation?



380 responses were received for this question and 43% of respondents stated that 'Yes' they were in support of the scheme proposals within the Rural Lanes Action Plan being developed further for public consultation. Equally, 43% stated 'No' they were not in support, and the remaining 14% stated they were 'Not sure'.

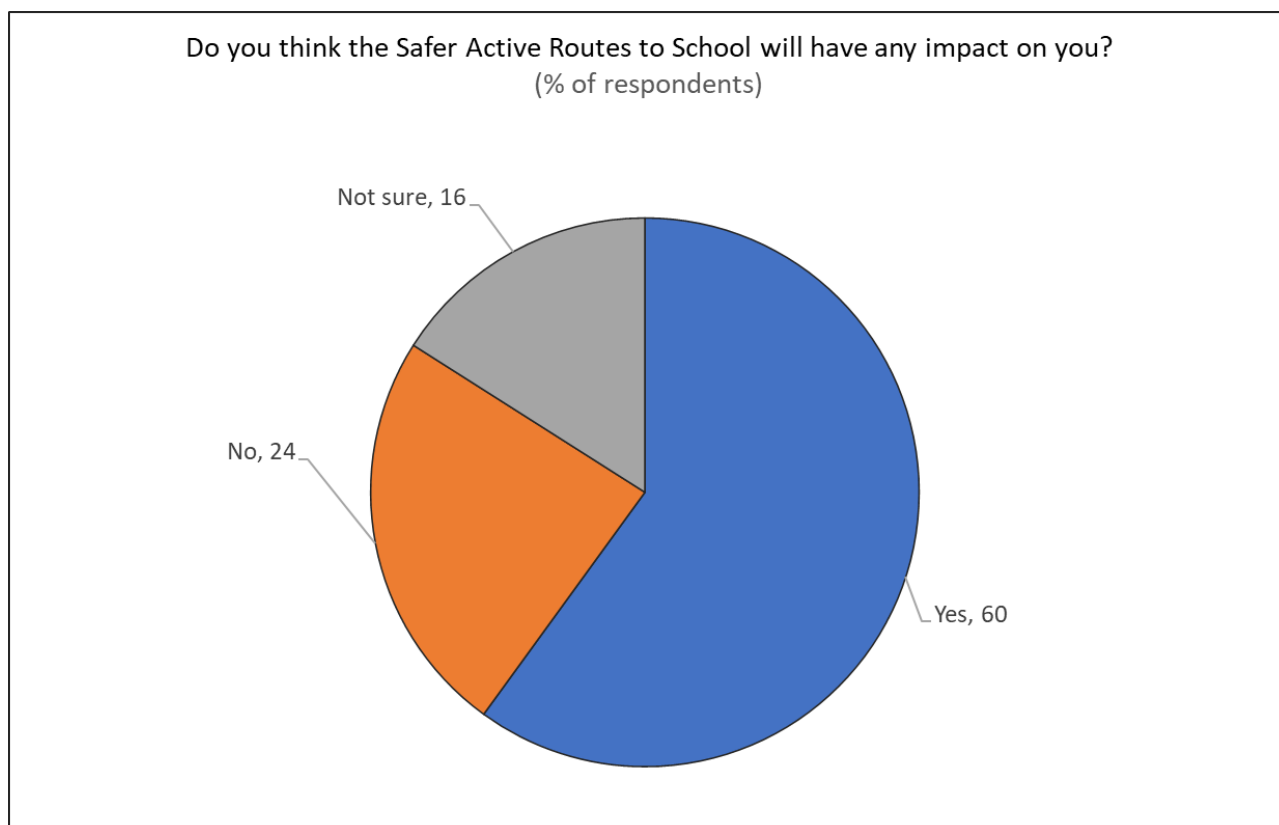
Q5_5 Do you have any other comments or suggestions about these plans?

186 other comments or suggestions were received. These comments contained similar comments on improved safety, concerns over restricted access to the rural areas and site-specific suggestions for improvements which have been noted.

Section 6: Safer Active Routes to School

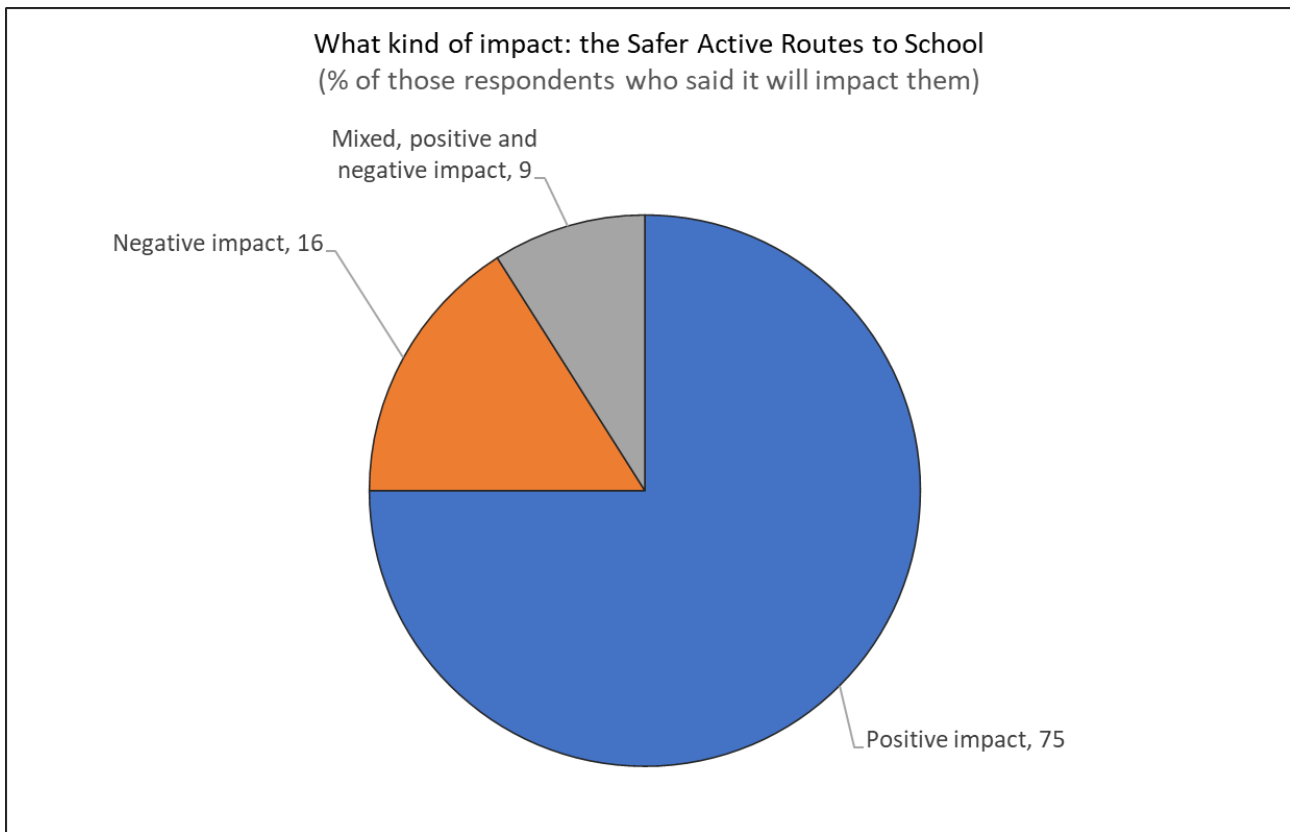
198 people chose to respond to the Safer Active Routes to School Action Plan via the online questionnaire, with a further 2 responses received via email.

Q6_1 Do you think the Safer Active Routes to School Action Plan, as outlined in the plan, will have any impact on you?



180 responses were received for this question and 60% of respondents believed that the Safer Active Routes to School Action Plan will have an impact on them, 24% did not and 16% were not sure.

Q6_2 What kind of impact?



107 responses were received for this question and 75% of respondents believed that the Safer Active Routes to School Action Plan will have a positive impact on them, 16% believed it would have a negative impact and 9% believed it could have a mixed (negative and positive) impact.

Q6_3 a What are the positive impact (s)?

The overwhelming support for this ATAP referenced ‘improved safety’ for those travelling to and from school using active travel due to improvements in footways and cycle routes. Improvements mentioned included; widening of footways, maintenance of footways (including overgrown vegetation), new cycle routes, a few new pedestrian crossings and lots of cycle routes. Some respondents were encouraging of pupils using cycling as a means of getting to school, even where they lived over the three-mile limit of their closest school (within which you are not eligible for Council-provided home to school transport); with one respondent mentioning that for example a safe cycling route would allow their children to take part in after-school activities.

Improved health from active travel was also mentioned; from raising fitness levels and introducing positive habits of those walking and cycling to school, to the reduction in noxious gases emitted by having fewer cars involved in the school-run.

The reduction in parking at schools was also seen as positive from a safety perspective of those walking/wheeling and cycling, but also from a public realm point of view from

residents who felt they would benefit from not having the chaos from cars parked outside their properties.



Q6_3 b What are the negative impact(s)?

The main concerns were about the time it would take to walk or cycle to school; both for independent travellers and those who would have to be escorted, coupled with many journeys to school involving onward journeys to work or shops.

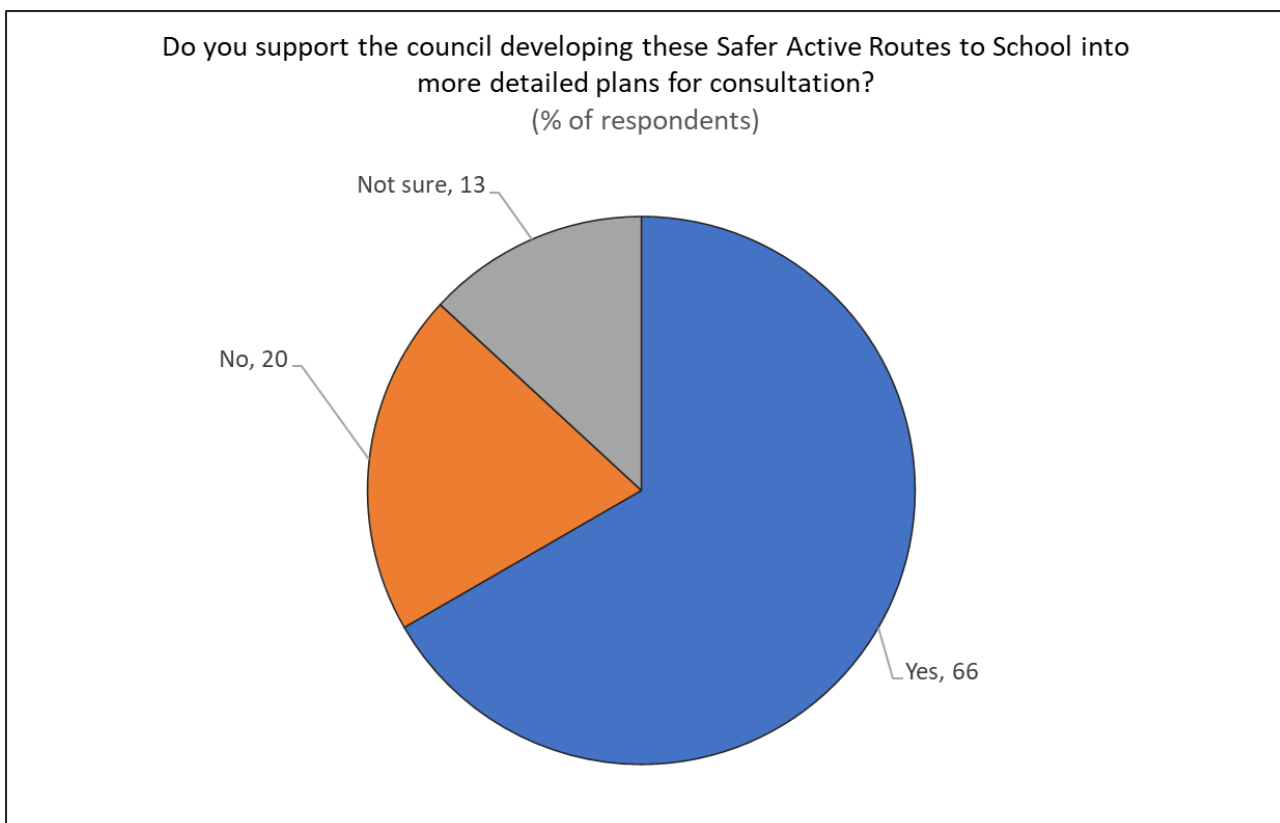
A few comments were received from respondents regarding not wanting their driving restricted or needing reassurance that schemes will still enable them to access their properties, while several respondents stated they did not want their roads being turned into 'cul-de-sacs'.

There was also some scepticism about whether encouraging active travel to school would work because of the weather, the fact that parked cars are simply being moved elsewhere, the poor planning process for new schools and some criticisms of where the council have already made improvements.

Additionally, access for disabled carers and pupils was mentioned and the fact that we could be further reducing a young child's exposure to traffic by creating safe environments outside schools.

Q6_4 Within the Safer Active Routes to School Action Plan, we have listed some scheme proposals that we could progress subject to funding and engagement.

Do you support the council developing these proposals into more detailed plans for consultation?



178 responses were received for this question and 66% of respondents stated that 'Yes' they were in support of the council further developing the scheme proposals within the Safer Active Routes to School Action Plan for public consultation. 20% stated 'No' they were not in support of this, and the remaining 13% stated they were 'Not sure'.

Q6_5 Do you have any other comments or suggestions about these plans?

Numerous suggestions for additional schemes for schools were mentioned and these have been added to the scheme prioritisation list. The majority of these schemes if realised would be cross-cutting across the other Active Travel Action Plans, and provide improvements for walking/wheeling and cycling in many of our communities.



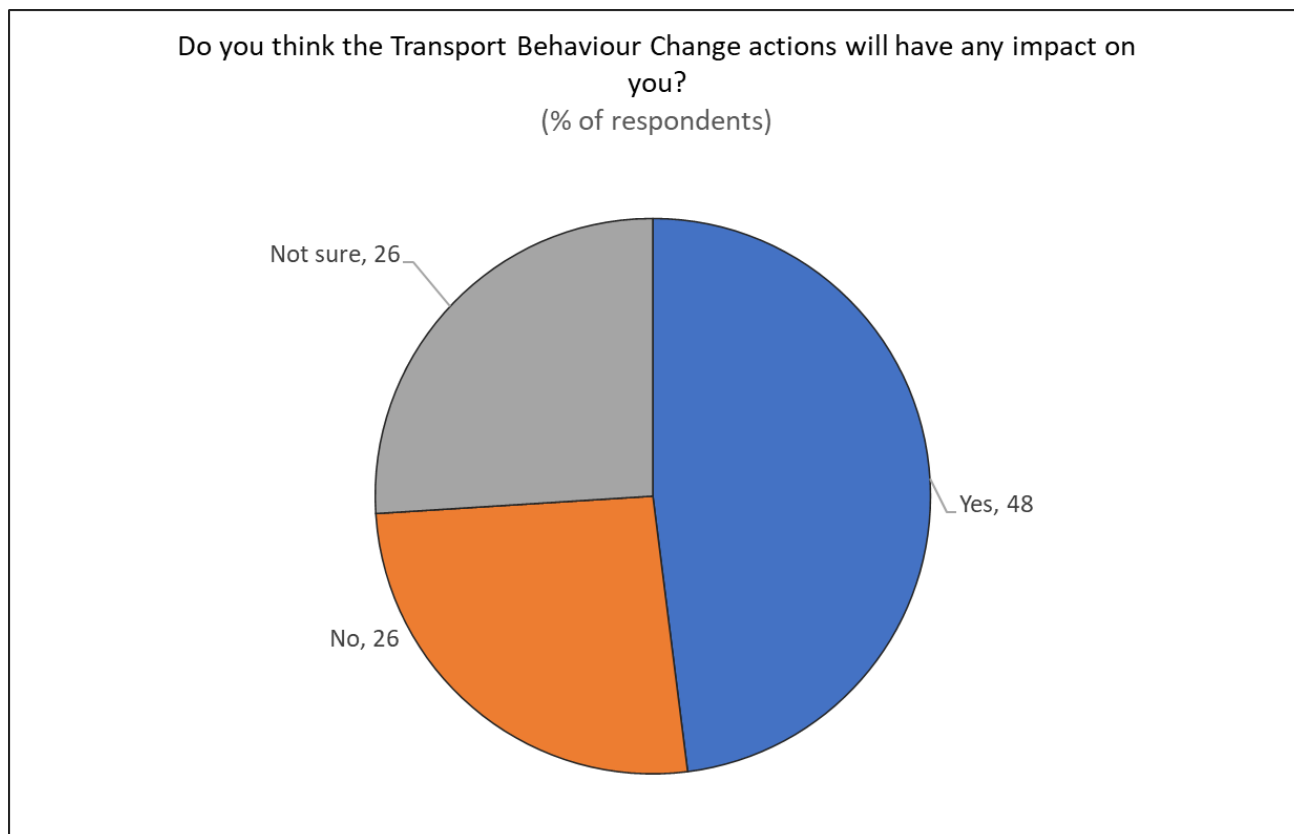
Additionally, improvements to storage at schools (mainly cycle storage was mentioned, but also wet-weather gear and scooter storage), along with the need for schools to promote behaviour change, including use of the school travel plan process.

Lastly, we received several comments from Town and Parish Councils about creating positive and healthy habits from a young age, improving health outcomes and making roads outside schools safer and reducing pollution.

Section 7: Transport Behaviour Change

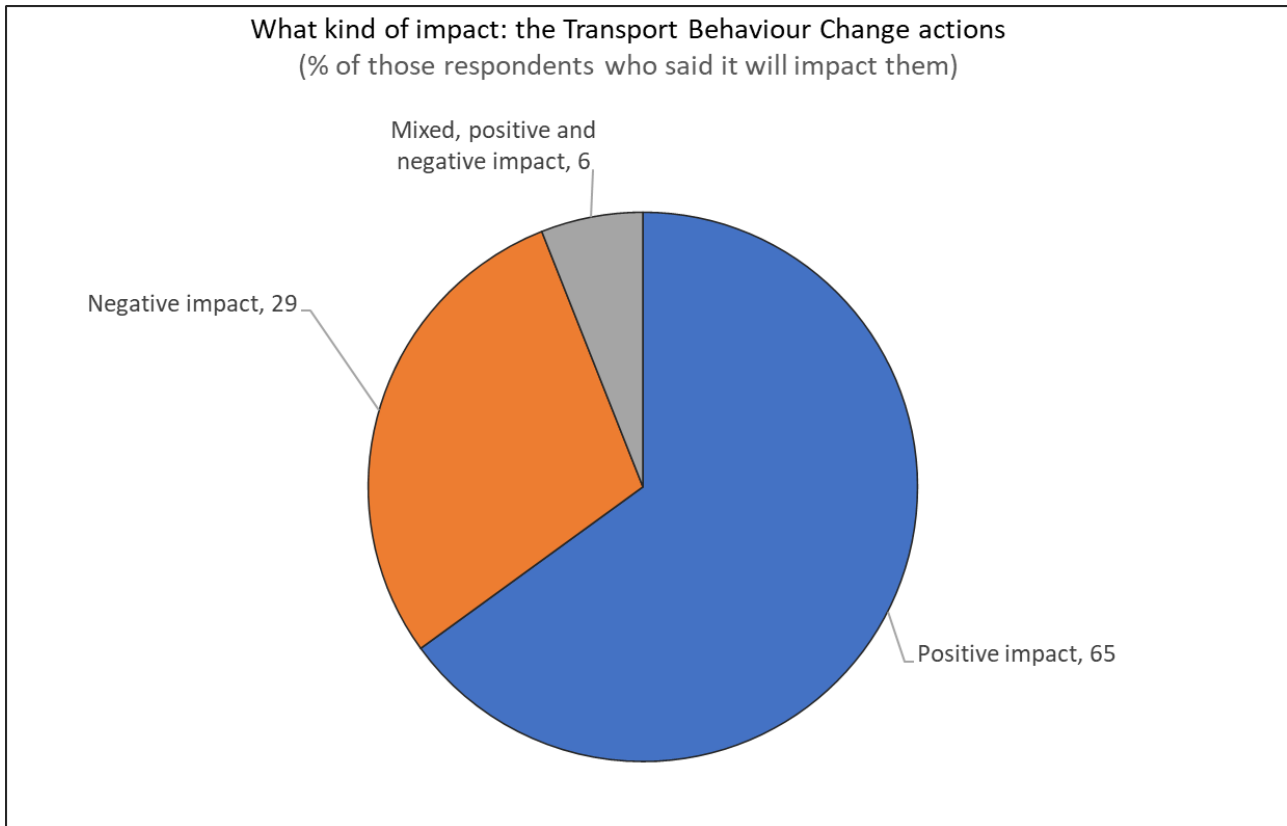
293 people chose to respond to the Transport Behaviour Change Action Plan via the online questionnaire, with a further 4 responses received via email.

Q7_1 Do you think the Transport Behaviour Change Action Plan, as outlined in the plan, will have any impact on you?



262 responses were received for this question and 48% of respondents believed that the Transport Behaviour Change Action Plan will have an impact on them, 26% did not and 26% were not sure.

Q7_2 What kind of impact?



127 responses were received for this question and 65% of respondents believed that the Transport Behaviour Change Action Plan will have a positive impact on them, 29% believed it would have a negative impact and 6% believed it could have a mixed (negative and positive) impact.

Q7_3 a What are the positive impact (s)?

The Transport Behaviour Change Action Plan received 59 comments citing the potential positive outcomes. They mentioned a variety of potential benefits to themselves and their communities.

Almost a third of all positive comments mentioned that the plans would lead to a reduction in car use, both the respondent using their car less, as well as seeing less cars on the road. A quarter of comments also mentioned increased safety on the road for vulnerable road users, such as people walking/wheeling, cycling, the elderly and children. These respondents also frequently mentioned that with an increase in safety and reduction in car use, there would also be an increase in active travel.

Other comments included the mention of a reduction in both noise and air pollution, as well as improvements to the environment with some noting climate change as a driver. An increase in public transport use was also mentioned frequently, as well as improved health.

Q7_3 b What are the negative impact(s)?



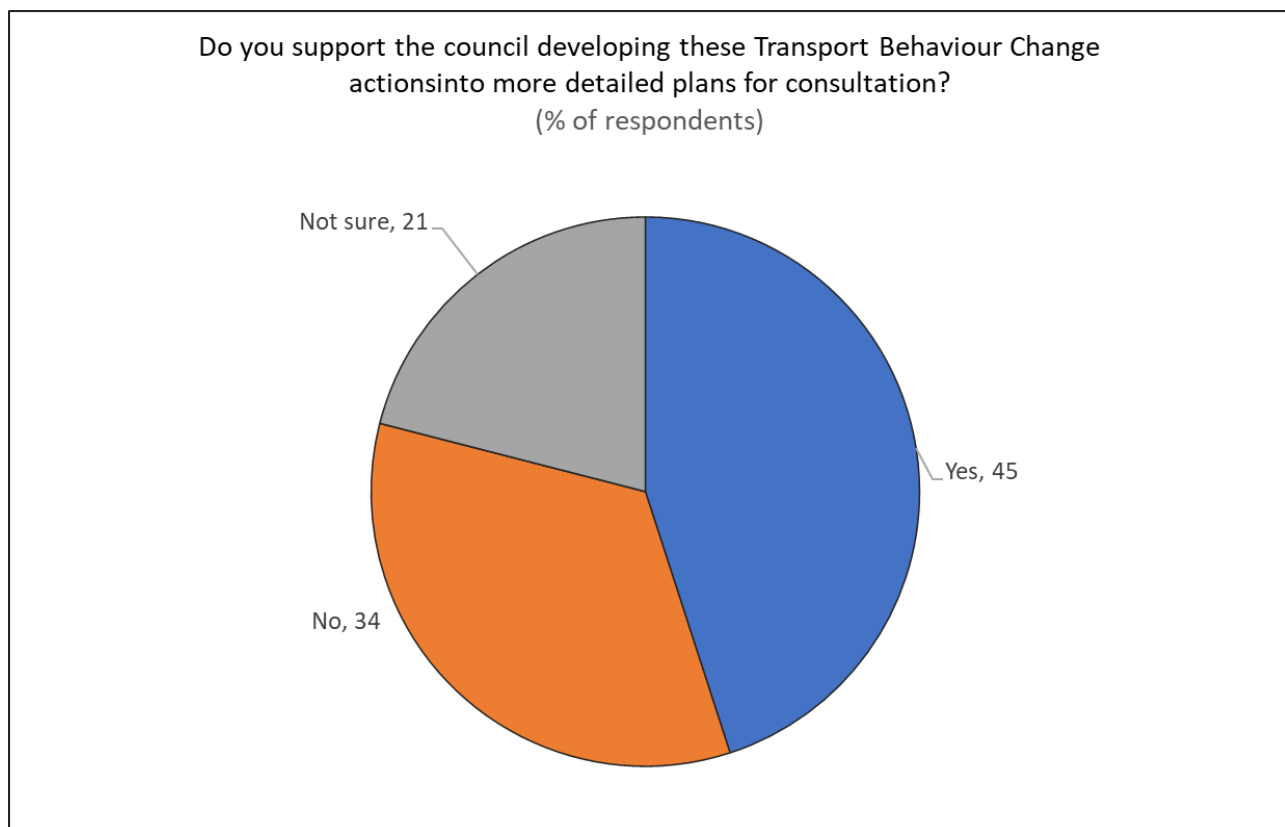
Overall, 38 comments were received when asked about the negative impacts the action plan would have. A considerable proportion of respondents raised their concerns that the action plans' initiatives would have a negative impact on disabled and elderly populations, citing that they could be forced to stay at home and unable to take part in their usual activities. We would like to note that the Transport Behaviour Change Action Plan promotes active travel and simply aims to make this accessible to more people, by encouraging less car use and increasing safety.

Other comments voiced concern about being forced into certain behaviours, and not having the same travel choices as previously. It should be noted the Transport Behaviour Change Action Plan only provides incentives towards active travel and does not restrict access to other transport choices.

Some comments mentioned worries about the plans being anti-motorist, increased delays and restricted access to their local high street.

Q7_3 Within the Transport Behaviour Change Action Plan, we have listed some scheme proposals that we could progress subject to funding and engagement.

Do you support the council developing these proposals into more detailed plans for consultation?



260 responses were received for this question and 45% of respondents stated that 'Yes' they were in support of the activities within the Transport Behaviour Change Action Plan, with 34% stating 'No' they were not in support, and the remaining 21% were 'Not sure'.

Q7_4 Do you have any other comments or suggestions about these plans?



We received a total of 133 responses to this question. Many of the comments in this section are similar to the ones expressed in the positive and negative comments; this included the mentioning of less private car use, more safety, and worries about choices and equalities.

Comments often mentioned the need for public transport in the area, as a supplement to active travel over longer distances. A frequently mentioned topic was also the current lack of infrastructure as part of the action plan. It is noted that while the other action plans focus on infrastructure delivery, the Transport Behaviour Change Action Plan focusses on the publicity and incentives surrounding this.

Other comments mentioned the need for safe storage of bikes in different locations, such as railway stations and schools. Some comments also included suggestions for safer travel around North Somerset. A frequent suggestion mentioned the introduction of driver behaviour training, making sure car, van, and HGV drivers know how to safely interact with people cycling on narrow roads. This is a suggestion we will consider in our annual review of the Active Travel Action Plans.

Place & Movement Framework

The Place and Movement Framework, as mentioned, was consulted directly with Town and Parish councils and district councils for which it received a reasonable amount of engagement. 8 responses were received in response to the Place and Movement Framework. 2 were from internal North Somerset Council teams, 4 from Town/Parish Councils, 2 from District Councillors and 1 individual response.

Comments highlighted the lack of detail provided for different Place and Movement classifications and how we would apply these in the summary version. The full [Place and Movement Framework](#) defines each Place and Movement [classification](#) and provides example locations across the district with photographs.

Several responses covered topics other than the Place and Movement Framework. These responses were forwarded to the relevant Active Travel Action Plan officer to respond.

Widen My Path

The [Widen My Path](#) platform was conceived during the first Covid-19 lockdown as a means of enabling anyone anywhere in the UK to suggest where more space is needed for active travel and enable councils and local groups to see where changes should be prioritised. The platform enables users to suggest a location, and/or upvote an existing idea. Prior to this consultation, 350 locations were identified on the map, all in 2020 and 2021.

Since the first consultation press release (03/01/2023), 423 locations were identified for improvement schemes on the [Widen My Path](#) platform. As mentioned in section 1 of this report, we have now begun the process of recording, scoring, and prioritising all issues/scheme requests received through both Widen My Path and the eConsult questionnaire.

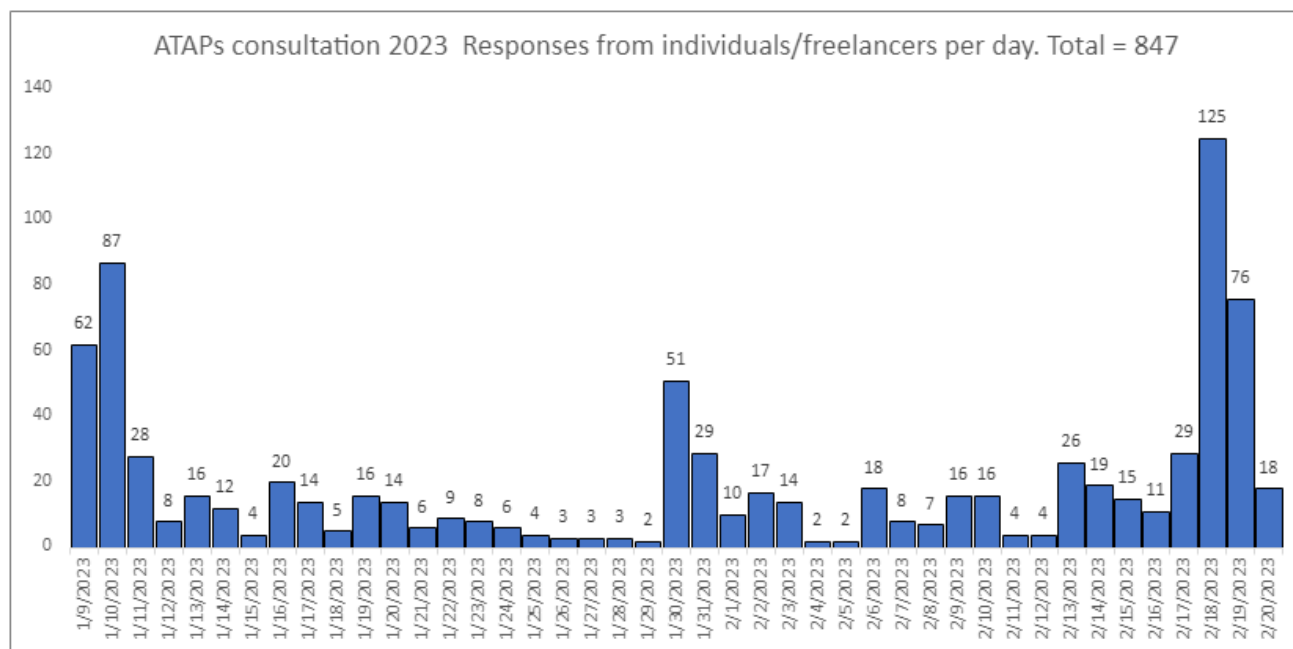
Key themes of requests/suggestions submitted included:

- Suggestions for 20mph zones and reduced speed limits, particularly in residential areas, outside schools and other public buildings
- Locations where segregated footpath/cycle path needed or joining up of existing infrastructure needed
- Locations where access restriction suggested to make safer for active travel users
- Access improvements for adapted cycles, wheelchairs, pushchairs etc.
- Public realm improvements
- Identification of maintenance issues e.g. overgrown vegetation or blocked public rights of way.

6. Outcomes of the consultation



Overall, we received a very good level of engagement from a wide variety of stakeholders thanks to our comprehensive and inclusive communications plan and stakeholder mapping exercise, mentioned in our 'Consultation & analysis methods' section of this report. In the graph below we can see how this varied throughout the consultation.



The peaks in engagement are in line with our communications and marketing channels.

The consultation aimed to gain feedback from local residents, businesses and other stakeholders on the proposed Active Travel Action Plans and overarching Place and Movement Framework. Not only was the consultation seeking support for the plans, but also suggestions for changes to improve them, as well as scheme proposals to be considered through our scheme development process.

All responses and feedback have been carefully reviewed and evaluated. The responses showed broad support for the proposals and the detailed free text comments have helped us to refine, tweak and add further detail to the seven action plans. Based on the aims above, the consultation was a success by receiving responses from a variety of respondents, including residents, businesses and those with a wider interest in the action plans, helping us strengthen the plans.

The main outcome of the consultation is that all seven action plans and the Place and Movement Framework have been approved and published in full on the NSC website ([here](#)). The plans will be reviewed annually and updated as appropriate. We will also review the Place & Movement Framework [network classifications](#) annually and update as appropriate. We are also looking to review, update and consult on our Highways Development Design Guide to incorporate the Place & Movement Framework, Active Travel Action Plans and the forthcoming Manual for Streets which is in the process of being updated and due to be released later in 2023-24.

There will be ongoing opportunities to input into our Scheme Pipeline. Town and parish councils and NSC Elected Members – please use the Highway Improvement Request Form

to submit your transport network improvement requests. Issues and scheme requests will be recorded, scored and prioritised against all the other scheme proposals.



Residents, businesses, visitors and other stakeholders – we would encourage you to contact your town or parish council and/or your Elected North Somerset Councillor for your ward area to discuss issues in your area. However, we also encourage you to add your requests to the location you feel needs improvements at [Widen My Path](#). Following the consultation, we are now recording, scoring and in due course prioritising all issues/scheme requests that have been received. The best scoring/highest value requests will be added to our Active Travel Action Plans following future annual reviews, as our highest priority list of scheme proposals. This will inform our network planning for when funding becomes available.

It is important to note that the delivery of all integrated transport schemes (including all 20mph) are subject to the council securing necessary funding and internal/external staff resource to progress the scheme proposals through from initial design, engagement, detailed design and delivery.

7. Appendices

Appendix 1: [Widen My Path](#) website for raising location-based improvement requests



The screenshot displays the 'Widen My Path' web application. At the top, there are navigation tabs: 'CycleStreets network', 'Cycle journey planner', 'Widen My Path' (selected), 'StreetFocus', 'Bikedata', 'Cyclescape', 'LTNs mapping', and 'About us'. A search bar is located in the top left corner. The main area is a map of North Somerset, densely populated with red circular markers, each containing a white 'WMP' logo. The map shows various towns and roads, including Clifton, Clevedon, and the Bristol Airport. On the right side, there is a dark purple sidebar with the title 'Widen My Path' and 'North Somerset' below it. The sidebar contains a text box asking: 'Where should the Council make more space for walking, wheeling & cycling, to encourage active travel and more transport choice? Add an idea, or upvote an existing idea.' Below this are three numbered steps: 1. 'Where is this?' with a button 'Set a marker on the map - zoom in and click'; 2. 'Which type of change is needed?' with three radio button options: 'Cycleway', 'Pavement', and 'Traffic filter'; 3. 'What is the problem here, and how can it be improved?' with a text input field and a 'Submit' button. At the bottom of the sidebar is an 'Add my idea' button. At the very bottom of the page, there is a footer with the text: 'A not-for-profit, open data project created by CycleStreets | Donate | Feedback | Privacy | Github | Maps | Mapbox, data from OpenStreetMap contributors (ODBL) | Uses CycleStreets API'.

Appendix 2: A copy of the consultation questionnaire (from [eConsult website](#))





THIS IS FOR INTERNAL REFERENCE ONLY. It is the online questionnaire but this pdf retains the guidance notes (go to Q99 etc) so you can see what the dynamic features behind the online version are

Active travel Action Plan Consultation 2023

Before answering this questionnaire, please refer to the Active Travel Action Plans on our website. There is an Overall Summary covering the seven Action Plans, as well as a summary document for each of the Action Plans

Several questions here are free-text/commentary. We've had to make the text limits quite tight so we can analyse the results quickly and efficiently. Sorry if that limits your space - please try to be concise

Questions marked with an asterisk (*) are must-answer questions: we need this information in order to understand your answers to the main questions

There is a question at the end asking specifically if you have any thoughts about the equalities aspects of the Active Travel Action Plans

For any questions about this consultation, contact us at transport.policy@n-somerset.gov.uk

This consultation closes at 10am on Monday 20 February 2023.

Introduction

Q0 * Are you responding to this consultation...?

- As an individual
- A freelancer or sole trader **[Questions-wise, treated like an individual]**
- Giving the single official response on behalf of a business you own or manage
- Giving the single official response on behalf of an other type of organisation

Q0a * [Questions only asked to Business or Other organisation are in yellow for draft]

What's the name of the {TextSub1} you are answering on behalf of ?

We ask these questions in case we want to get back to you about your answers

Q0b * What's your role or position in that {TextSub1}?

Q0c * What's your email address? [Then goes to Q0x]

This box only takes a single email address

Q0d [Questions only asked to Individuals/sole traders are in pink for draft]
What's your home postcode?

This box only takes a single UK postcode

Postcode can be considered personal data. North Somerset Council is collecting this information only for the purpose of understanding how people's answers differ according to the area they live in. We don't ask further personal demographic information. At the first stage of analysis we will batch answers into larger areas and remove the last letter of postcodes before deleting the full record. Until then, we will treat the data in line with data protection law. If you have any questions about this, contact us at transport.policy@north-somerset.gov.uk.

Q0e [Individuals or sole traders only] Would you like to increase your active travel?

- Yes [Goes to Q1f]
- No [Goes to Q1o]
- Not sure [Goes to Q1f]

Q0f **Which, if any, of these get in the way of you increasing your active travel?**
[changed wording to align with previous Q. Response options rotate]

Please tick up to five options

- Busy / dangerous / fast roads
- Onward travel needs / complex journeys
- Journey distance
- Weather
- Journey length or lack of time
- Lack of cycling infrastructure (e.g. segregated cycle lanes)
- Narrow / missing / poor condition footways
- Pavement parking
- Lack of safe / convenient crossing points for walking/wheeling
- Lack of facilities at end destinations (e.g. showering at work)
- Lack of secure bike parking
- I don't have access to a bike / my bike is broken
- Image association – don't want to be seen as using active travel
- Lack of cycling confidence
- Lack of fitness
- Hills / topography
- I don't know a route to walk/cycle

Q0g Which is the single main thing that stops you increasing your active travel?

- Busy / dangerous / fast roads
- Onward travel needs / complex journeys
- Journey distance
- Weather
- Journey length or lack of time
- Lack of cycling infrastructure (e.g. segregated cycle lanes)
- Narrow / missing / poor condition footways
- Pavement parking
- Lack of safe / convenient crossing points for walking/wheeling
- Lack of facilities at end destinations (e.g. showering at work)
- Lack of secure bike parking
- I don't have access to a bike / my bike is broken
- Image association – don't want to be seen as using active travel
- Lack of cycling confidence
- Lack of fitness
- Hills / topography
- I don't know a route to walk/cycle

Q0h Are there any other barriers, not mentioned above, that prevent you from increasing your active travel?

left characters left [150]

Q0i In the past year, how often have you travelled by the following types of transport...?

	Every day / most days	2-3 days a week	Once a week	1-3 times a month	A few times	Not in the past year
Walking / wheeling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Q0j Pedal bike	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Q0k Electric bike	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Q0l Electric scooter / moped	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Q0m Petrol / diesel moped or motorbike	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Q0n Bus / coach	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Q0o Train / tram	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q0p	Petrol / diesel car	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Q0q	Electric / hybrid car	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Q0r	Car club / lift share	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Q0s	Taxi	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Q0t	Van / truck (petrol / diesel)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Q0u	Van / truck (electric / hybrid)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Q0v	Lorry / Other HGV	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Q0w	Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q0x **What is the 'other' type of transport you had in mind?**

left characters left [15]

Q0y **[ASK ALL] Thinking more generally about our shared need to switch to lower emission transport choices (e.g. working from home more often, using active, public, and electric transport whenever possible when we do need to travel)...**

Would an improved active travel network in North Somerset benefit {TextSub2}?

- Yes [Goes to next]
- No
- Not sure [Goes to next]

Q0z **How would an improved active travel network most benefit {TextSub3}?**

Please tick up to three options [Got rid of 'None' option coz of Q above]

- Affordable transport choices
- Better road safety
- More options to get around
- Improving physical and mental health
- Creating vibrant places
- Supporting local economies
- Tackling the climate emergency
- Reducing inequality and improving accessibility

Choosing what to share your views about