

Serial number	Do you support or object to the proposed ETRO?	Objection details	Partly support details	Are you responding for yourself or on behalf of an organisation?	Organisation name	Are you happy to answer some equalities monitoring questions?	How would you describe your gender?	Do you consider yourself to be disabled?	Tell us your age
1	Support			Myself		No			
2	Support			Myself		Yes	Male	No	31 to 40
3	Support			Myself		Yes	Male	No	51 to 60
4	Support			Myself		Yes	Female	No	31 to 40
5	Partly support		I have been very happy with the new pedestrian and cyclist friendly atmosphere of Kingsmead Square. It feels safer for children to run around and a nicer place to sit and enjoy the businesses there.  My only concern is vehicles still belt through Westgate Buildings/Monmouth Street, bisecting the vehicle free areas of Kingsmead and Saw Close. I feel traffic should be removed all together from that route, but in the mean time some hefty speed bumps would help moderate driver behaviour.	Myself		No			
6	Support			Myself		Yes	Female	No	61 to 70
7	Support			Myself		Yes	Male	No	41 to 50
8	Support			Myself		Yes	Male	No	41 to 50
9	Support			Myself		Yes	Female	Yes	21 to 30
10	Support			Myself		Yes	Female	No	41 to 50
11	Support			Myself		Yes	Female	No	41 to 50
12	Object	-		Myself		No			
13	Support			Myself		No			
14	Object	As a disabled person I have not been able to use the facilities in Kingmead Square now that I cannot park there		Myself		Yes	Female	Yes	51 to 60
15	Support			Myself		Yes	Female	Prefer not to say	61 to 70
16	Support			Myself		Yes	Male	No	61 to 70
17	Object	It is important to keep the streets open for the disabled and mobility impaired who need cars to get around.		Myself		No			
18	Support			Myself		Yes	Male	No	41 to 50
19	Object	Until such time as there are much better wheelchair access routes through Kingsmead Square, without the cobbled gutters, no plan will receive my support. I don't think the current traffic ban serves that much purpose, and if it does, hours are too long. It's a shabby looking area, a magnet for street drinkers, and there are so many much better places to sit and eat a Schwartz burger. It just seems that any old space has to become a cafe culture, and the cyclists, rather than a coherent plan looking at needs of all community groups. Might even be nice to have an area not infested by the all-important cyclists, who dominate BANES thinking way out of proportion to numbers.		Myself		Yes	Male	No, but I live with or care f	61 to 70
20	Object	As chair of the rosewell court residents asoc. We strongly object. Our main concern is the noise late at night there are 150 families lots of them have young children. And since the sq has been traffic free in the night times the noise from the sq has gone up 10 fold this will only increase more if traffic is not allowed -- more people outside in the bars late at night. The new bar opposite the fish shop is a major concern as the noise travels this will only go up with if this sq is allowed to extend hours		An organisation	Rosewell court RA	No			
21	Support			Myself		Yes	Male	No	41 to 50
22	Object	All of them. I object to your persistent anti-motorist policies.		Myself		Yes	Male	No	61 to 70
23	Object	Because vital disabled access with Blue badge has been lost. I think it is fine to restrict access to cars but why does that have to be at the expense of disabled parking. Please build in a few disabled parking bays to the permanent design.		Myself		Yes	Female	No, but I live with or care f	61 to 70
24	Object	It is more council tax money being wasted on things that the council want and not what the people who voted them in want		Myself		No			
25	Support			Myself		Yes	Male	No	51 to 60
26	Support			Myself		Yes	Male	No	41 to 50
27	Support			Myself		No			
28	Support			Myself		No			
29	Partly support		The closure is not enforced currently in kingsmead square, many vehicles and motorbikes just drive through from Monmouth Street, or through the locked barriers!	Myself		No			
30	Support			Myself		Yes	Female	No	51 to 60
31	Support			Myself		Yes	Male	No	71 to 80
32	Support			Myself		Yes	Female	No	41 to 50
33	Support			Myself		No			
34	Support			An organisation	The Stable Bar & Restaurants Ltd	Yes	Female	No	31 to 40
35	Support			Myself		Yes	Male	Yes	31 to 40
36	Support			An organisation	HomeLets	Yes	Male	No	31 to 40
37	Support			Myself		Yes	Male	No	31 to 40
38	Partly support		I think 11pm is too late. 7pm would be ample and allow evening work at the businesses for tradesmen.	Myself		No			
39	Partly support		I have elderly relatives who are not Blue Badge holders but have limited mobility. This proposal means they will be unable to get near the fish & chip shop! Again, people with limited mobility who are not disabled and don't qualify for a Blue Badge are excluded from another area of Bath. People do not always fit into categories.	Myself		Yes	Female	No	61 to 70
40	Support			Myself		Yes	Male	No	51 to 60
41	Support			Myself		Yes	Male	No	41 to 50
42	Support			Myself		Yes	Male	No	21 to 30
43	Support			Myself		Yes	Male	Prefer not to say	71 to 80
44	Support			Myself		Yes	Male	No	71 to 80

45	Partly support		It is inappropriate to extend evening operation. People live in this area. Arrangements designed to encourage outdoor socialising after about 9pm will make the area unliveable, especially for families with children. It is particularly unpleasant that this is proposed in a part of the city where some less affluent & vulnerable families live. Making the city centre liveable should be a priority, as having people living in the centre is one of the unique things that gives Bath's centre its character. This will do the opposite, promoting hollowing out of yet another part of the city made unliveable by excessive noise at night.	Myself		Yes	Female	No	61 to 70
46	Support			Myself		Yes	Female	No	31 to 40
47	Partly support		Agree with most of it but bikes should'nt be allowed. They will be a danger to pedestrians . They can cycle round and use the roads which will add all of 30 seconds . BBH should be better catered for. Four spaces isnâ€™t enough you have already messed up their lives with RoS	Myself		Yes	Prefer not to say	Prefer not to say	Prefer not to say
48	Support			Myself		Yes	Female	No	51 to 60
49	Support			Myself		Yes	Female	Yes	21 to 30
50	Support			Myself		Yes	Male	No	41 to 50
51	Support			Myself		Yes	Male	No	41 to 50
52	Support			Myself		Yes	Female	No	51 to 60
53	Support			Myself		Yes	Male	No	61 to 70
54	Object		I object to the kingsmead restricted access as in my opinion it makes Bath a two tier city for those with a disability and those who are able bodied. I believe that those with a disability such as my mother should be allowed to drive and park on Kingsmead after 6pm in designated disabled parking bays for free to allow her to visit cafe and restaurants (the midnight restriction is too restrictive). The lack of access to kingsmead square would significantly restrict her access to this part of the city compared to other residents.  My mother has mobility issues that limit her walking ability and if she was to be forced to used the new proposed arrangements for access to this part of the city centre she would not able to use and enjoy the cafes and restaurants on Kingsmead Square.  I note that the council has limited blue badge parking in the car park near Kingsmead and it is chargeable - with the reduction of on street parking spaces in Bath and the increasing restriction of use of blue badges parking on double yellow lines, I cannot believe the council is charging for blue badge parking in their car parks - soon bath will be a place for the rich and able bodied only	Myself		Yes	Male	Yes	41 to 50
55	Support			Myself		Yes	Female	No	41 to 50
56	Support			Myself		Yes	Male	No	41 to 50
57	Support			Myself		Yes	Male	Yes	21 to 30
58	Partly support		Kingsmead Square - why are the restrictions stopping at midnight, the area at that time of night is usually busy with drunken pedestrians, why not keep the vehicular restrictions on until 4am for example.	Myself		Yes	none	Yes	41 to 50
59	Support			Myself		Yes	Male	Prefer not to say	41 to 50
60	Support			Myself		No			
61	Support			Myself		Yes	Male	No	31 to 40
62	Support			Myself		Yes	Male	No	41 to 50
63	Partly support		I support the move if and only if this continues up on the road by Sainsburys Local too (Monmouth Street). The city needs a real redevelopment in creating access consistently throughout the city. Buses should be rerouted to a new hub of stops in the lanes on the eastern side of the Apex Hotel. Use the space to give local artists and students and charities the chance to display their work and encourage the space to be used to show examples of Bath's excellent culture and creativity.	Myself		Yes	Male	No	21 to 30
64	Object		Bbh need access to kingsmead square to be dropped/park to reach this area that is beyond the BBH walking distance making it too far to walk	Myself		No			
65	Support			Myself		No			
66	Partly support		Kingsmead Square I appreciate the need to reduce traffic but the impact on disabled people is too great. As a resident of Odd Down my disability issues together with the parking restrictions in Bath mean I rarely travel to the centre of Bath as I don't yet qualify for a Blue Badge but find travelling on public transport too painful.	Myself		Yes	Female	Yes	41 to 50
67	Object		I travel there and there would be less possibility to park	Myself		No			
68	Support			Myself		Yes	Male	No	21 to 30
69	Object		For reasons of equality, accessibility and inclusion. I'd like to make a formal Objection to any legal applications for these proposals.	Myself		Yes	Female	Yes	41 to 50
70	Object		My elderly parents rely on me dropping them off in town. They both have mobility issues and need assistance so cannot use a bus or taxi. Milsom At is no longer an option so I rely on Kingsmead Square as a dropping point.	Myself		No			
71	Support			Myself		Yes	Female	Yes	51 to 60
72	Support			Myself		Yes	Female	No	21 to 30
73	Support			Myself		Yes	Male	No	51 to 60
74	Support			Myself		No			
75	Support			Myself		Yes	Male	No	41 to 50
76	Support			Myself		Yes	Male	No	51 to 60
77	Support			Myself		Yes	Male	No, but I live with or care f	41 to 50
78	Support			Myself		Yes	Male	No	41 to 50
79	Support			Myself		Yes	Male	No	21 to 30
80	Support			Myself		Yes	Male	No	41 to 50
81	Support			Myself		Yes	Female	No	51 to 60

82	Object	All Kingsmead Sq. The barriers when shut have only about 1 metre clearance, this needs review against current legislation for access for emergency services - can the council confirm how each potential emergency vehicle will have access to the combination locks, what written procedures are in place, that are auditable and communicated.		Myself		No			
83	Object	Our Council appears to be trying to turn Bath into one giant pavement, on which the only wheeled vehicles allowed are eScooters, electric bicycles and push bicycles. Furthermore, Bath is not just for the benefit of tourists and businesses, it should also cater for the needs of its Residents. This is a residential town, not Somerset's Disneyland. I, and many other Residents want to be able to use our cars on Bath's roads, which were designed and updated for motorised transport. This proposal, like so many others that Green B&NES are trying to foist on us is another example of the Animal Farm mentality, "Four Wheels Bad, Two Wheels Good". Can you not see the reflection of yourselves in that book?		Myself		Yes	Citizen of Bath, irrespective	No	61 to 70
84	Object	Streets around Kingsmead Square. Closing streets to motor vehicles creates more congestion and therefore pollution. The fewer alternative routes available means that when roads are temporarily closed for works, or if there is a blockage, congestion is even worse and so is pollution. An open network of roads through which motor vehicles are free to choose their own path is the best way to keep moving and keep pollution to a minimum.		Myself		Yes	Prefer not to say	Prefer not to say	Prefer not to say
85	Support			Myself		Yes	Female	No	51 to 60
86	Support			Myself		Yes	Female	No	51 to 60
87	Support			Myself		Yes	Male	No	51 to 60
88	Support			Myself		Yes	Male	No	51 to 60
89	Support			Myself		Yes	Female	No	41 to 50
90	Support			Myself		Yes	Female	No	51 to 60
91	Partly support		Queen Square	Myself		Yes	Female	No	71 to 80
92	Support			Myself		Yes	Male	No	71 to 80
93	Support			Myself		Yes	Male	No	61 to 70
94	Support			Myself		Yes	Male	No	61 to 70
95	Support			Myself		Yes	Male	No	71 to 80
96	Support			Myself		Yes	Male	No	41 to 50
97	Support			Myself		Yes	Male	No	31 to 40
98	Support			Myself		Yes	Male	No	41 to 50
99	Object	I myself can't believe the changes, disabled people especially will find the proposed changes as a disadvantage & especially against them not having enough space to walk, travelling around in their mobile cars & chairs.		Myself		Yes	Female	Yes	61 to 70
100	Support			Myself		No			
101	Support			Myself		Yes	Prefer not to say	No, but I live with or care f	51 to 60
102	Support			Myself		Yes	Male	No	61 to 70
103	Support			Myself		Yes	Female	No	61 to 70
104	Support			Myself		Yes	Male	No	61 to 70
105	Support			Myself		Yes	Male	No	61 to 70
106	Support			Myself		Yes	Female	No	31 to 40
107	Support			Myself		Yes	Female	Yes	31 to 40
108	Support			Myself		Yes	Male	No	51 to 60
109	Support			Myself		Yes	Male	No, but I live with or care f	51 to 60
110	Support			An organisation	Walk Ride Bath	No			
111	Support			Myself		Yes	Female	No	61 to 70
112	Support			Myself		Yes	Male	No	51 to 60
113	Support			Myself		Yes	Female	No	51 to 60
114	Support			Myself		No			
115	Support			Myself		Yes	Male	No	51 to 60
116	Support			Myself		Yes	Male	No	51 to 60
117	Support			Myself		Yes	Male	No	71 to 80
118	Support			Myself		No			
119	Support			Myself		Yes	Female	No	61 to 70
120	Support			Myself		Yes	Male	No	61 to 70
121	Support			Myself		No			
122	Support			Myself		Yes	Female	No	41 to 50
123	Support			Myself		No			
124	Support			Myself		Yes	Male	No	61 to 70
125	Support			Myself		Yes	Female	No	51 to 60
126	Support			Myself		Yes	Male	No	71 to 80
127	Support			Myself		No			
128	Support			Myself		Yes	Male	No	41 to 50
129	Support			Myself		Yes	Male	No	41 to 50
130	Support			Myself		Yes	Male	No	31 to 40
131	Support			Myself		Yes	Male	No	51 to 60
132	Support			Myself		Yes	Female	No	21 to 30
133	Support			Myself		Yes	Female	No	21 to 30

	134 Partly support		<p>These proposals for Experimental Traffic Order (ETRO) in the Kingsmead Square area form part of a wider package of comprehensive measures to address the ongoing disparity between private car usage and sustainable transport access within Bath city centre. The ETRO is intended to complement B&amp;NES' High Street Renewal Project with rolling phases of public realm improvements at Kingsmead Square as well as other areas of the city centre.</p> <p>BPT maintains that any access restrictions should be holistically considered as a broader part of traffic management plans and an overall masterplan or strategy for the public realm, including plans for high street renewal and regeneration, to better conceptualise how proposed measures integrate with other restrictions and public realm activation measures.</p> <ul style="list-style-type: none"> <li>•We remain supportive of the opportunity for the increased prioritisation of pedestrian and cyclist access into and through the city centre and associated opportunities for public realm improvement, as well as the delivery of enhanced sustainable transport options.</li> <li>•However, we maintain that this should be appropriately balanced against the need to sustain and enhance city centre access for disabled people and/or people with mobility issues to ensure our high streets remain inclusive and accessible for all.</li> <li>•Could measures be introduced to address limited disabled parking bays (eg. free Blue Badge parking in all council parking spaces, as currently practiced by York City Council)?</li> <li>•Kingsmead Square has become a popular 'café culture' style area with an increased offer of outdoor seating and places to eat and drink. The area is currently bisected by a number of through roads including New Street/Avon Street and Monmouth Street/Westgate Street which fragments the area and limits accessibility, as well as cutting it off from other adjacent areas of high pedestrian footfall such as Saw Close. Traffic restrictions would therefore help to better reconnect and reintegrate Kingsmead Square as a localised area as well as with its wider context. Maximising pedestrian access allows for improved accessibility and flow, as well as balance with increased provisions of outdoor seating which can otherwise conflict with narrow pavements and streets.</li> </ul> <p><i>Please see email for rest of comments.</i></p>	An organisation	Bath Preservation Trust				
	135 Partly support		<p>I support the making permanent of the Kingsmead Square Experimental Traffic Regulation Order. I would, however, request some changes:</p> <p>a. Hours of Operation The operational hours of the No Motor Vehicle restriction should be 10.00am to 11.00pm. This still gives opportunity for deliveries to premises using motor vehicles, and also helps to keep the area safe for pedestrians. Those needing to receive deliveries during the No Motor Vehicle restricted times can, of course, receiving delivery by non-motor vehicles or dillies, sack trucks etc could be used to convey goods from outside the restricted area to within the restricted area.</p> <p>b. Barriers / Bollards Pedestrians need to feel safe when within the No Motor Vehicles area within the restricted hours. Currently vehicles are able to mount the pavement to drive around the barriers etc. Additional barriers or bollards are needed to prevent motor vehicles being driven around the barriers.</p>	Myself					