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AECOM



# Liveable Neighbourhoods - Co-design Workshop Report 2 (Prioritisation)

Chelsea Road area Outcome Report

Bath and North East Somerset Council

Project number: 60668625

06 October 2022

## Quality information

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# 1. Introduction

- 1.1 This report presents further outcomes from the co-design workshop for a Liveable Neighbourhood (LN) in the Chelsea Road area. This area is one of 15 LNs being developed across the district.
- 1.2 Those attending the workshop were residents, businesses, and community representatives who opted to take part in the co-design and development process for the Chelsea Road area.
- 1.3 LNs aim to improve residential areas by making them safer, healthier, and more pleasant places to be. They focus on reducing our reliance on cars for short journeys and reallocating road space to improve routes for walking and cycling. They are being developed with communities to improve health, safety, wellbeing, and the environment. You can find out more at [www.bathnes.gov.uk/liveableneighbourhoods](http://www.bathnes.gov.uk/liveableneighbourhoods).
- 1.4 The workshops for all 15 areas took place between 17 May and 27 July 2022. At the workshops, residents discussed the issues that had been raised by their wider community during an engagement exercise in Winter 2021/22 on the 15 LN areas. These issues related to pedestrian safety, cycling infrastructure, and traffic calming measures (among others). The residents then suggested a range of measures to help.
- 1.5 Shortly after the workshops, the residents were invited back to check that their ideas were accurately represented as icons on a map. These maps were displayed at exhibitions for each of the 15 areas (outlined in Section 2.3) between 16 August and 29 September 2022.
- 1.6 At the exhibition (and via email) the workshop attendees, plus those that asked to be kept involved in the programme, were asked to review the longlist of ideas and to prioritise the measures that would most benefit the community. The invitation was also extended to their friends and family. Their feedback is presented in this report.
- 1.7 The prioritised measures are now being assessed by the council against the Liveable Neighbourhoods Strategy and other criteria, such as cost, practicalities, and timelines. The outcome of this exercise will form a shortlist and inform the draft designs.
- 1.8 The wider public will then be invited to share their views on the draft designs in Winter 2022/23 before final designs are drawn up.
- 1.9 The aim is for the council to deliver a range of measures for the community over a 'now, soon and later' timeframe from 2023 onwards.

## 2. Previous engagement

### Policy development and initial engagement

- 2.1 Between 9 September and 18 October 2020, the council developed the LN strategy and held a policy consultation to understand people's views on transport-related issues in the area.
- 2.2 Following on from the policy consultation and once the application period for LN areas had closed, the council held a public engagement between 29 November 2021 and 3 January 2022 on the 15 LN areas prioritised to progress in 2022/23.
- 2.3 The 15 LN areas are:
1. **Mount Road** (Area 1)
  2. **Pulteney Estate area** (Area 2)
  3. **Whitchurch Village and Queen Charlton** (Area 3)
  4. **Lower Lansdown and the Circus** (Area 4)
  5. **Oldfield Lane and the Avenues** (Area 5)
  6. **London Road and Snow Hill area** (Area 6)
  7. **Church Street and Prior Park Road area** (Area 7)
  8. **Chelsea Road area** (Area 8)
  9. **Entry Hill, Bath** (Area 9)
  10. **Southlands Area, Weston** (Area 10)
  11. **Morris Lane and Bannerdown Road area** (Area 11)
  12. **New Sydney Place and Sydney Road** (Area 12)
  13. **Egerton Road and Cotswold Road area** (Area 13)
  14. **Temple Cloud** (Area 14)
  15. **Lyme Road and Charmouth Road area** (Area 15)
- 2.4 Residents in each area were asked to identify what is good about their area, what could be improved, and what measures could have a positive impact on the community.
- 2.5 A total of 1,684 responses were received across the 15 areas, with 47 responses related to the Chelsea Road area. The responses helped the council to identify key themes and issues to be addressed
- 2.6 A copy of the initial engagement report can be found on the council's website here:  
<https://beta.bathnes.gov.uk/sites/default/files/Liveable%20Neighbourhoods%20Engagement%20Report%20FINAL%20UPDATED%20%28002%29.pdf>

## Co-design workshops

- 2.7 Between 17 May and 27 July 2022, 15 co-design workshops were held (one in each area) to discuss issues and ideas in more detail, and to suggest a range of measures to be explored further.
- 2.8 Members of the public who had responded to the engagement for that area were invited to register their interest in attending the workshop. The opportunity was also promoted on community posters in a number of the areas and on social media.
- 2.9 During the workshops, attendees were invited to discuss and build on the issues their community experiences as captured during the earlier public engagement. Using large maps of the area, post-its and icons to identify where specific measures could be introduced to address the issues expressed (such as wider pavements, cycle infrastructure, outdoor seating, and traffic restrictions).
- 2.10 Their ideas were captured in a co-design workshop report. A copy of the co-design workshop report for the Chelsea Road area can be found at [www.bathnes.gov.uk/yourLN](http://www.bathnes.gov.uk/yourLN).

## Further engagement

- 2.11 Alongside the co-design workshops, the LN team also worked closely with the charity Sustrans who promote enabling walking and cycling. Sustrans held a number of local engagement workshops and pop-up engagement events across the 15 LN areas as well as assisting and facilitating city-wide events to engage with youth and seldom-heard groups.
- 2.12 Sustrans' Head of Partnerships facilitated a group discussion in three workshops as part of an online city-wide virtual event, and a Project Officer also attended an independent equality advisory group meeting to provide input in relation to equality and inclusion aspects of the Liveable Neighbourhoods programme.
- 2.13 During targeted local engagement, the feedback that Sustrans received from residents will be considered alongside the feedback of workshops and the workshop exhibitions in the future stages of the programme.

## 3. Co-design review and prioritisation

- 3.1 Workshop attendees and those that had registered to be kept informed of the LN programme were invited to review the output for the Chelsea Road area at a workshop exhibition. This was held on Thursday 1 September at Weston Methodist Church, between 4pm and 8pm. The exhibition for the Lyme Road and Charmouth Road area was also held at the same location on the same day.
- 3.2 The purpose was to ensure that all the measures proposed at the workshop were captured in the report and on the maps. As part of the co-design process, the residents were also asked to prioritise the measures that would most benefit the community (focusing on the original application area for LN).
- 3.3 Those that had signed up to receive programme updates during the 2021 engagement and those that registered to take part in the co-design workshops were told about the exhibition by email. These groups were sent an initial email which provided the date, time, and location of the exhibition.
- 3.4 Closer to the date of the exhibition the same group were sent a reminder email, which also contained a link to both the workshop report and an online feedback form to fill in if they could not attend in person. A copy of the reminder invite email can be found in Appendix A.
- 3.5 At the co-design exhibition, members of the programme team were in attendance to guide visitors through the outcomes of the workshop and answer any questions.
- 3.6 Information boards were placed around the venue highlighting the measures that were discussed at the workshop and published in the workshop output report. There were also print-outs of the co-design workshop report, a document containing all types of measures (measures are also referred to as 'interventions' on the information boards used at the co-design exhibitions) and an area map. The reports and feedback forms were also provided in large print. A copy of the information boards can be found in Appendix B.
- 3.7 Attendees at the event were encouraged to complete a printed or online feedback form while viewing the boards, and to prioritise the measures they felt would most benefit the community. It was explained that the feedback would then be used to help draw up draft designs, focusing on the original application area submitted by ward councillors.
- 3.8 A postal address and QR code (directing people to the online form) were also made available should attendees wish to complete the feedback form at a later date.
- 3.9 In total, 58 members of the public attended the exhibition. This represents the total number of attendees for both the Chelsea Road area and the Lyme Road and Charmouth Road area exhibitions.



## Zones

3.10 Due to the size of the Chelsea Road area, the materials were split into zones to make it easier for attendees to learn about and prioritise the suggested measures within them.

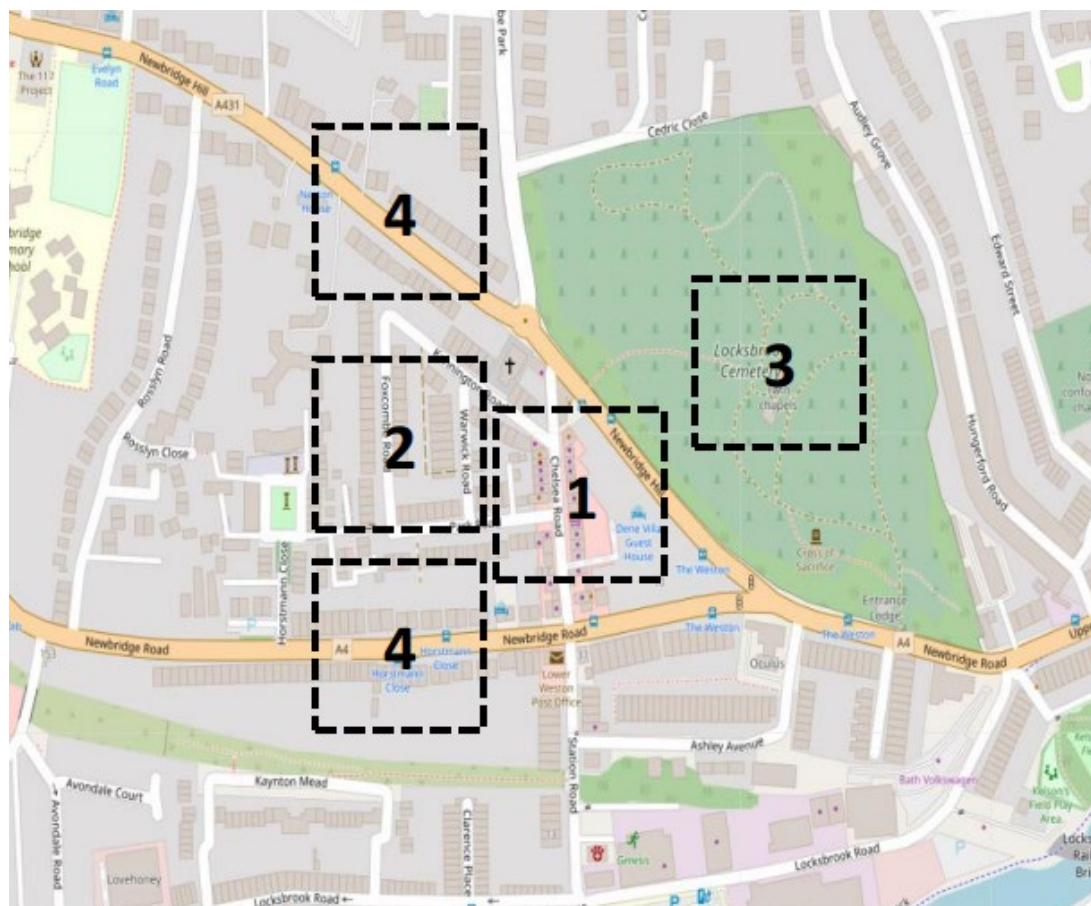
3.11 The zones are:

- Zone 1: Chelsea Road
- Zone 2: Kennington Road, Foxcombe Road, Park Road and Warwick Road
- Zone 3: Locksbrook Cemetery
- Zone 4: Newbridge Road and Newbridge Hill

## 4. Feedback responses

- 4.1 A total of 21 responses were received for the Chelsea Road area co-design exhibition. 10 responses were submitted via the online feedback form, seven via paper forms and four via free text emails.
- 4.2 Zones 1 and 2 were included in the original application area. Therefore, the suggested measures for those areas were included within the questions in the feedback form. There were two multiple choice questions, one for each Zone included (1 and 2), as well as an open text box at the end for any additional comments. The ideas put forward for these areas are recorded in the workshop output report at [www.bathnes.gov.uk/yourLN](http://www.bathnes.gov.uk/yourLN).
- 4.3 Zones 3 and 4 were excluded from the feedback form process as they were not included within the original application area to become an LN. However, their inclusion in the co-design workshop output report helps give a view of the area as a whole.
- 4.4 A map of the zones for the whole area, including those within the original application area, is shown in Figure 1 below.
- 4.5 A copy of the feedback form for the Chelsea Road area can be found in Appendix C.

**Figure 1 Map showing Zones 1 to 4 of the Chelsea Road area (of which 1 and 2 were included in the original application area)**

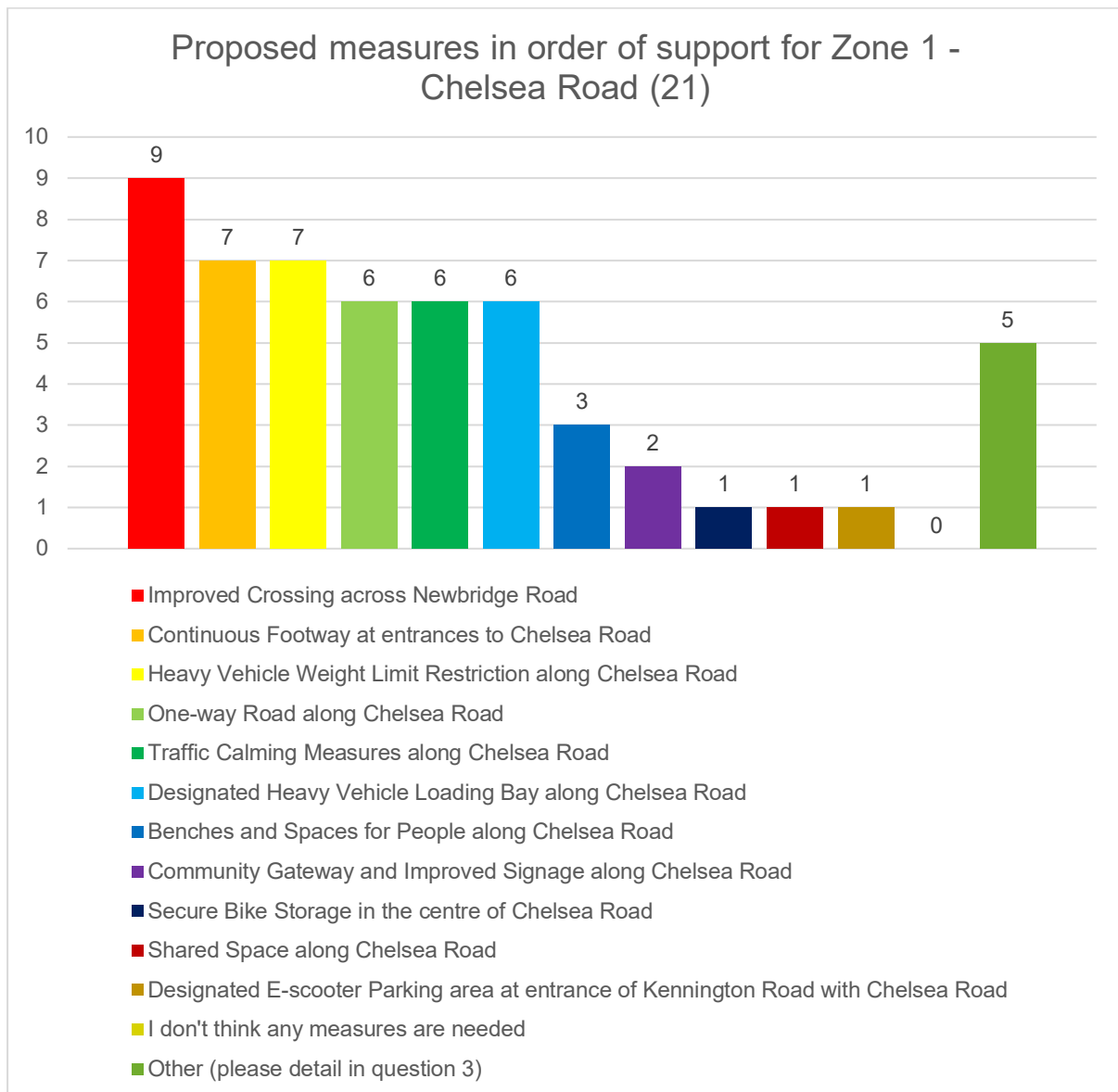


# 5. Results

## Zone 1 – Chelsea Road

5.1 The first question related to Zone 1 – Chelsea Road. It asked respondents to choose up to three measures that they felt would most benefit the community (from all the measures put forward at the workshop for this zone). A graph of these results can be found in Figure 2 below.

Figure 2 Graph showing the measures selected for Zone 1 – Chelsea Road



5.2 Respondents stated that the following measures would most benefit the community:

- Nine selected an improved crossing across Newbridge Road
- Seven selected a continuous footway at the entrances to Chelsea Road
- Seven selected a heavy vehicle weight limit restriction along Chelsea Road

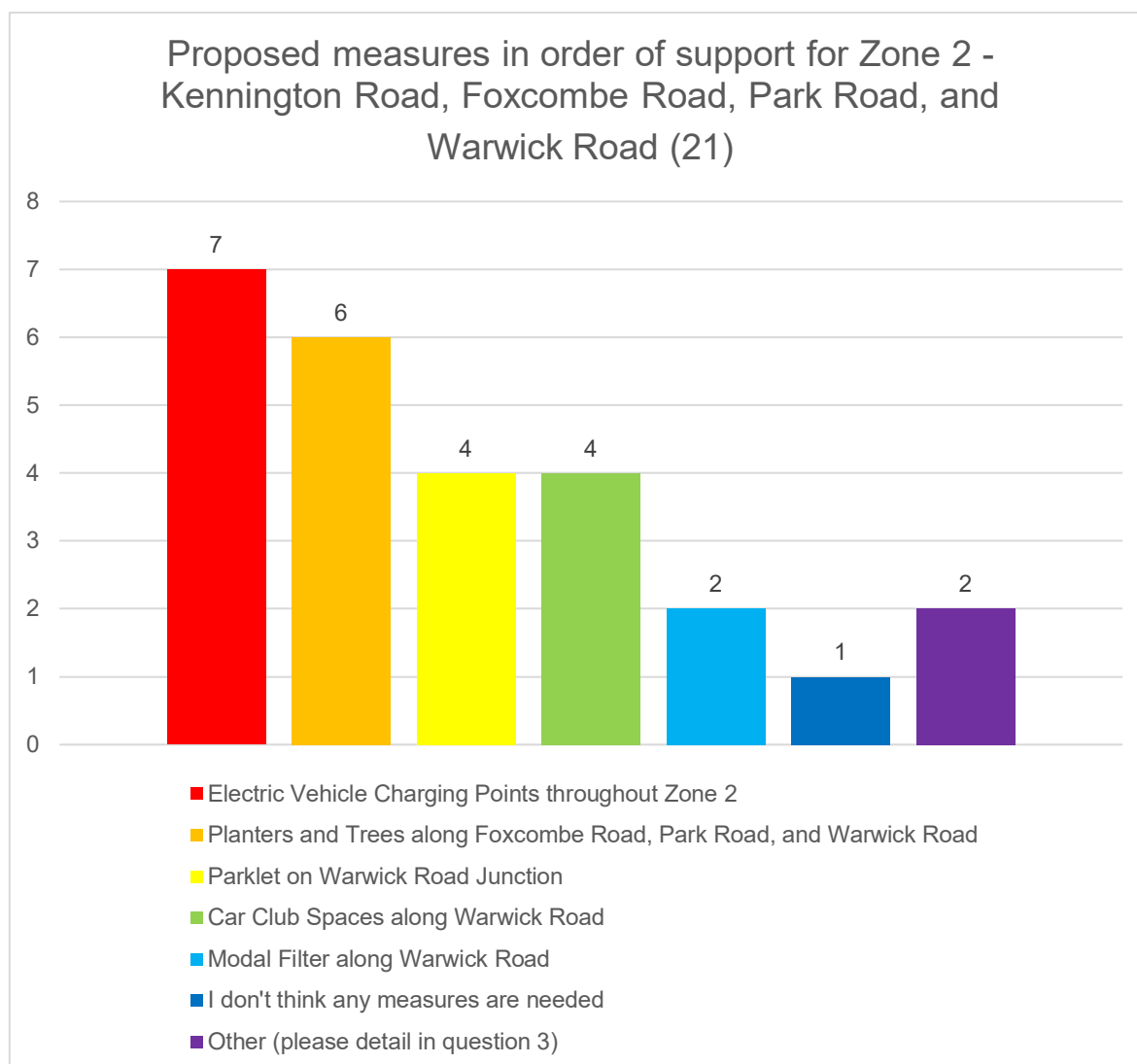
- Six selected one-way road along Chelsea Road
- Six selected traffic calming measures along Chelsea Road
- Six selected a designated heavy vehicle loading bay along Chelsea Road
- Three selected a provision of benches and spaces for people along Chelsea Road
- Two selected a community gateway and improved signage along Chelsea Road
- One selected secure bike storage in the centre of Chelsea Road
- One selected to have shared space along Chelsea Road
- One selected designated e-scooter parking area at entrance of Kennington Road with Chelsea Road
- No-one thought that measures were not needed
- Five selected 'other' (please see 5.7-5.9 below)

5.3 Overall, an improved crossing across Newbridge Road, a continuous footway at the entrances to Chelsea Road, and a heavy vehicle weight limit restriction along Chelsea Road were the most favoured measures for Zone 1 – Chelsea Road.

## Zone 2 – Kennington Road, Foxcombe Road, Park Road, and Warwick Road

5.4 The second question related to Zone 2 – Kennington Road, Foxcombe Road, Park Road, and Warwick Road. It asked participants to choose up to two<sup>1</sup> measures that they felt would most benefit the community (from all the measures put forward at the workshop for this zone). A graph of these results can be found in Figure 3 below.

**Figure 3 Graph showing the measures selected for Zone 2 – Kennington Road, Foxcombe Road, Park Road, and Warwick Road**



5.5 Respondents stated that the following measures would most benefit the community:

- Seven selected electric vehicle charging points throughout Zone 2
- Six selected planters and trees along Foxcombe Road, Park Road, and Warwick Road

<sup>1</sup> Please note, this question contained an error as it asked respondents to select up to two measures, where it should have asked them to choose up to three. However, due to the format of the feedback form there was no limitation on the number of options that could be selected. We have therefore presented the three most favoured measures selected within this report.

- Four selected a parklet on Warwick Road Junction
- Four selected Car Club spaces along Warwick Road
- Four selected a modal filter along Warwick Road
- Two selected 'other' (please see 5.7-5.9 below)
- One thought that no measures were needed

5.6 Overall, vehicle charging points throughout Zone 2, planters and trees along Foxcombe Road, Park Road, and Warwick Road, planters on Warwick Road junction, and car club spaces along Warwick Road were the most favoured measures for Zone 2 – Kennington Road, Foxcombe Road, Park Road, and Warwick Road.

## Any other comments

- 5.7 The third question allowed respondents the opportunity to comment further on the suggested measures presented. Respondents were also asked to specify which zone or road their answer related to.
- 5.8 Comments received related specifically to Zones 1 and 2, as well as referencing the A4/A431 junction, Station Road and Ashley Avenue. Some comments were received in relation to the area as a whole or the scheme in general.
- 5.9 The comments received identified both problems within the area, as well as solutions or potential measures. Table 1 below shows the themes drawn from Question 3. The frequency of themes is shown in brackets after the problem/solution identified.

**Table 1 Key themes from open-text question: 'Any other comments?'**

Area	Identified problems	Solutions/Measures
<i>Zone 1</i>	<ul style="list-style-type: none"> <li>• Opposition of EV charging points (2)</li> <li>• Opposition of one-way system (1)</li> <li>• Opposition to parklets and benches directly outside shops (1)</li> <li>• Opposition to one way (1)</li> <li>• Concern regarding HGV weight restriction (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Direction of one-way should be from top to bottom (2)</li> <li>• Parking enforcement (2)</li> <li>• Support for re-prioritisation of space (1)</li> <li>• Make vehicles on Newbridge Road give way to encourage active travel (1)</li> <li>• Support for continuous footways/table over Newbridge Road (1)</li> <li>• Zebra crossing on Newbridge Road (1)</li> <li>• Trees and planting on Chelsea Road (1)</li> <li>• Support for community gateway (1)</li> <li>• Speeding enforcement (1)</li> <li>• Raised kerbs to discourage pavement parking (1)</li> <li>• Position loading bay outside Pizzarella (1)</li> </ul>
<i>Zone 2</i>	<ul style="list-style-type: none"> <li>• Opposition of modal filter (4)</li> <li>• Opposition of Car Club spaces (2)</li> <li>• Opposition to trees along Foxcombe Road (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Support for trees, consider smaller varieties (1)</li> <li>• Improve pavement conditions on Warwick Road (1)</li> </ul>

Area	Identified problems	Solutions/Measures
	<ul style="list-style-type: none"> <li>• Opposition to the LN programme (1)</li> <li>• Opposition to parklets (1)</li> <li>• Opposition to e-sooters parking area (1)</li> </ul>	
<i>A4/A431 junction</i>		<ul style="list-style-type: none"> <li>• Remodelling of junction to allow turning (3)</li> </ul>
<i>All areas</i>		<ul style="list-style-type: none"> <li>• Bike hanger storage for residents (1)</li> <li>• Streetscape improvement (1)</li> </ul>
<i>Station Road and Ashley Avenue</i>	<ul style="list-style-type: none"> <li>• Should be included in the LN scheme (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Use the 'old' station coal yard in Station Road as a short-term/ overnight car park (1)</li> </ul>
<i>General</i>	<ul style="list-style-type: none"> <li>• Residential parking problems (1)</li> <li>• Engagement criticism (1)</li> </ul>	



## 6. Conclusion and next steps

6.1 The results of the feedback from the co-design exhibitions found the following measures to be most favoured by residents and businesses in the Chelsea Road area:

### Zone 1 – Chelsea Road

1. An improved crossing across Newbridge Road
2. A continuous footway at the entrances to Chelsea Road
3. A heavy vehicle weight limit restriction along Chelsea Road

### Zone 2 – Kennington Road, Foxcombe Road, Park Road, and Warwick Road

1. Electric vehicle charging points throughout Zone 2
  2. Planters and trees along Foxcombe Road, Park Road, and Warwick Road
  3. Planters on Warwick Road junction
  4. Car club spaces along Warwick Road
- 6.2 Any measure identified as a priority in the feedback, is being assessed against the Liveable Neighbourhoods Strategy and other criteria, such as cost, practicalities, and timelines. The popularity of the measure is also being considered. The outcome will inform what will be included in the draft designs for the area and can be viewed in a recommendation report to ward councillors, available on our website from Winter 2022/23.
- 6.3 All of the measures originally put forward at the workshop by attendees are designed to tackle the issues raised by the wider community during earlier public engagement (Winter 2021/22).
- 6.4 Once the draft designs have been published in Winter 2022/23, we will go back to the wider public for feedback, including stakeholders who may be impacted by the proposals.

# Appendix A - Reminder email invitation, sent 26 August 2022

From: liveableneighbourhoods

Sent: 26 August 2022 13:26

To: liveableneighbourhoods <[liveableneighbourhoods@BATHNES.GOV.UK](mailto:liveableneighbourhoods@BATHNES.GOV.UK)>

Subject: Liveable Neighbourhoods – Chelsea Road Co-design Exhibition

Hello,

As a reminder, the co-design exhibition for Chelsea Road is taking place on **Thursday 1<sup>st</sup> September between 4pm and 8pm at Weston Methodist Church** (Newbridge Hill, Bath BA1 3EA). Please note: the entrance to the event is located on Kennington Rd.

This is a drop-in session so you can come at a time to suit you within the opening hours. Family and friends are also welcome. Members of the programme team will be able to answer questions and guide you through the exhibition boards and feedback form.

## Unable to come?

If you cannot make the exhibition, you can view all of the ideas put forward at the workshop and share your feedback online. Go to [www.bathnes.gov.uk/yourLN](http://www.bathnes.gov.uk/yourLN) and chose your area from the list.

To complete the feedback form please use the link [here](#). Family and friends are also encouraged to provide feedback. The feedback form will close at **5pm on Thursday 15<sup>th</sup> September**.

## How to get in touch

If you require any of these materials in another format, or have any accessibility requirements for the exhibition, please contact us at the following:

- Email: [liveableneighbourhoods@bathnes.gov.uk](mailto:liveableneighbourhoods@bathnes.gov.uk)
- Post: Sustainable Communities, Bath and North East Somerset Council, Lewis House, Manvers Street, Bath, BA1 1JG
- Phone: 01225 394041 (please ask for the Liveable Neighbourhoods team)

We look forward to welcoming you at the exhibition.

Yours faithfully,

**Liveable Neighbourhoods Team**  
**Bath and North East Somerset Council**

# Appendix B - Exhibition information boards

Bath & North East  
Somerset Council

Improving People's Lives

## Welcome

Bath & North East Somerset Council (B&NES) is supporting communities to develop Liveable Neighbourhoods in fifteen areas across the district. The aim is to create healthier, happier communities by reducing the dominance of vehicles, ensuring better routes for walking and cycling, and creating pleasant places to sit and relax outside. This timeline shows what's happened and what will happen next.



### Policy consultation (Autumn 2020)

We asked for people's opinion on the development of our Liveable Neighbourhoods policy. The survey generated over 1,600 responses. We also received 3,300 comments on an online, interactive map where people were able to identify the issues they experience plus opportunities for improvements.



### Applications for Liveable neighbourhoods (Early 2021)

We invited applications from Ward Members and received 48 applications. We identified 15 areas across the district to develop in phase 1 of the programme (2022/23).



### Initial engagement on the 15 areas (Winter 2021)

We asked residents living, working, or regularly visiting these areas what was good about it, what issues they experienced, and what could be improved.



### Co-design workshops (Spring 2022)

We held 15 workshops where residents discussed the issues they experienced in more detail, along with specific measures that could help, such as safer crossings and cycling routes, traffic-calming measures, wider pavements, and attractive outdoor spaces and seating. The ideas were captured on maps.



### Co-design exhibitions (Summer 2022)

We are holding 15 exhibitions to showcase all the ideas captured at the workshops. We are inviting those who attended the workshops to tell us which ideas they would prefer to see in a draft design, focusing on the original application area and the ideas that would most benefit their community.

### Draft design development (Autumn 2022)

Drawing on the feedback from the exhibitions, and the community's preferred measures for each area, we'll draw up draft designs for wider public engagement. In doing this we'll also consider costs, practicalities, and timelines.

### Draft design engagement (Autumn 2022)

We'll publish the draft designs and ask for feedback on the approach from residents and the wider public, including the key services, schools and community groups that might be impacted. Information will be published online and in print, including the draft design and the longer list of original ideas. We will hold local events and visit groups that we seldom hear from to ensure their views are captured.

# What you have told us

In December 2021, we invited people living and working in the 15 Liveable Neighbourhoods to tell us more about their area, the issues they experience and what they'd like to see improved.

Below is a summary of what people said about the Chelsea Road area.

## What is good about the area?:

- 41 said close to shops and services
- 28 said strong community spirit
- 13 said good public transport links

## What issues are experienced?:

- 30 said parking
- 29 said through traffic
- 19 said speeding traffic
- 17 said lack of EV charging points
- 17 said not enough space for wheeling, walking, or cycling
- 14 said idling vehicles

## What measures could improve the area?:

- 22 said a restriction on through traffic or HGVs
- 20 said better or more residents parking
- 16 said EV charging facilities
- 11 said trees and planting
- 9 said places to sit





# Co-design Workshop

The workshop took place at Bath Spa Locksbrook on the 26th June 2022.

Brief presentation / introduction

Exercise 1

Break

Exercise 2

Workshop places were prioritised for residents that registered interest to be kept involved in the co-design process during the previous engagement. We also promoted the opportunity online and in the local community.

Forty one people registered for the workshop, along with representatives from AECOM and B&NES Council. Attendees were split into four groups, on four tables.

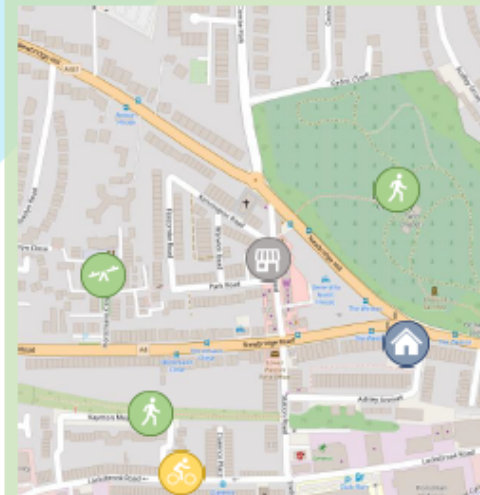
## What did we learn?

- Residents in the Chelsea Road area reported issues with parking from commuters, leaving residents limited opportunities to park near their homes.
- Parking vehicles block kerbs and park on the footways of all roads in the area, particularly along Chelsea Road. This behaviour inhibits access for the less mobile.
- Chelsea Road is dominated by vehicular traffic and HGV's which leaves little room for those walking / wheeling.
- There is support for additional greenery in the local area to improve air quality and revitalise the area.
- Connection out of the area could be improved to help facilitate walking and cycling to the surrounding areas such as the Bristol to Bath cycle path.



## Exercise 1 What people said they liked about the Chelsea Road area

We asked each table to discuss and identify on a map what they liked about the Chelsea Road area.



There are some great established areas/green spaces to go for a walk/wheel.



Bristol to Bath cycle path.



Good proximity to shops and services.



Nice local buildings and architecture.

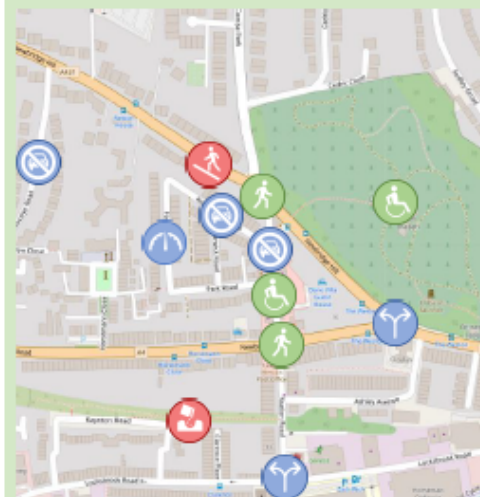


Space for children to play.



## Exercise 2 What people said could be nurtured

We asked each table to discuss and identify on a map what areas could be nurtured.



Some areas have hedges and vegetation which are not regularly maintained.



There are limited spaces to cross busy roads and poor maintenance impedes walking/wheeling through some areas.



Steep terrain in the area makes walking and wheeling more difficult for less-abled users.



Poor parking connected with hospital and local businesses. Vehicles block dropped kerbs and park on pavements.



Speeding traffic through Foxcombe Road.



Bad junction arrangement.

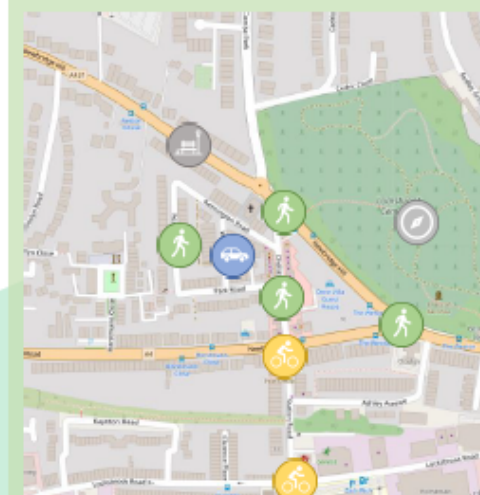


Areas that are inaccessible for wheelchair users due to limited space and no dropped features.



## Exercise 3 What people said are their movement patterns

We asked each table to discuss and identify on a map typical 'movement' patterns i.e. where people travel, how they move, and any barriers they have experienced.



Steep hills and poor crossing provision at junctions can make cycling difficult around the area.



Narrow pavements, poor pedestrian crossings, and pavement parking make walking around the area difficult.



There are not enough local signs to the cemetery area. Improved signs could encourage more people to walk through the area.



Poor parking provision makes it difficult for residents returning to the area as they often cannot find a space near their homes.




A lack of outdoor seating which could encourage more active travel and socialisation in the community.



# Interventions

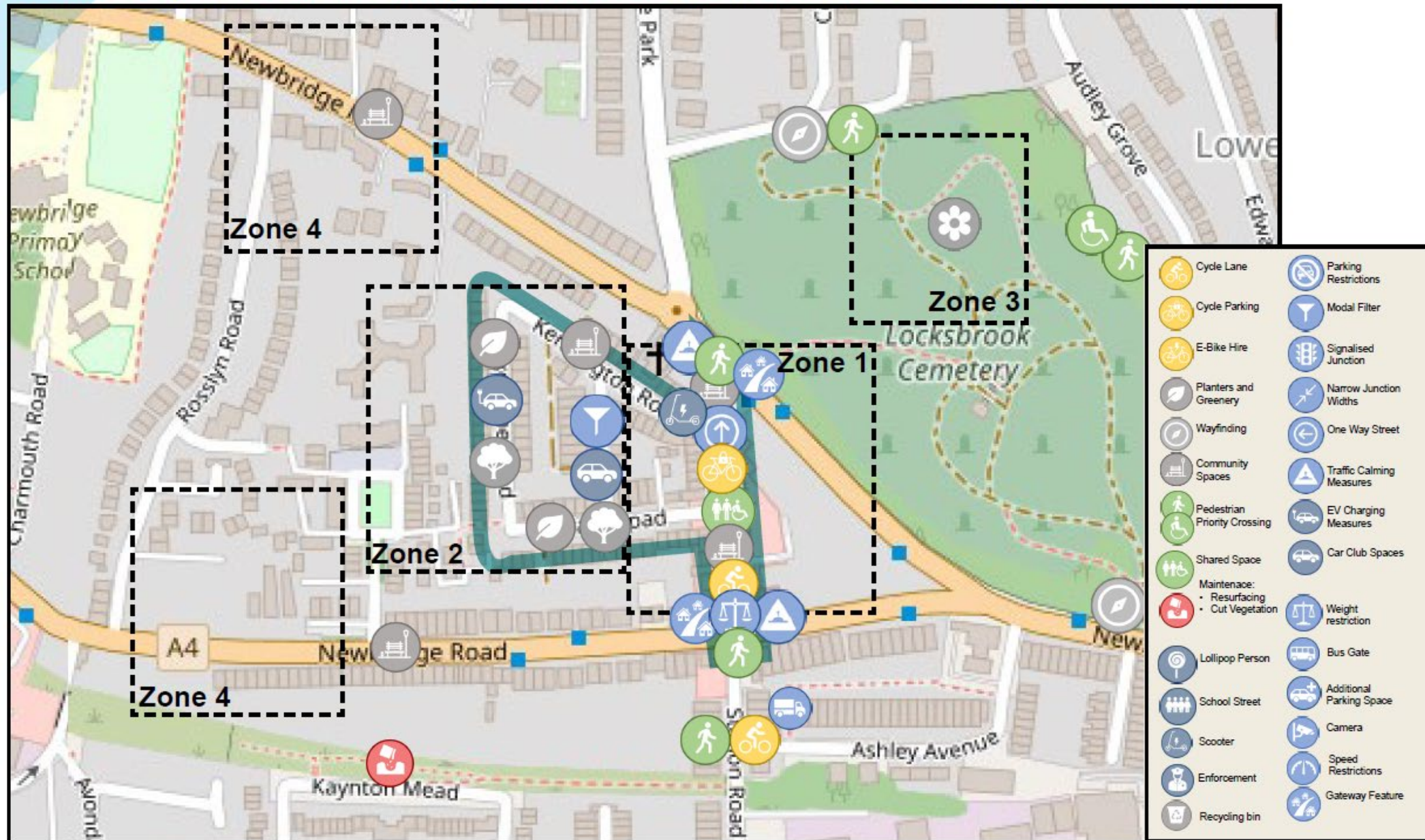
We asked residents at each table to identify the measures capable of addressing the issues discussed in the previous exercise. They placed icons representing the measure onto a map, in the location where they felt it could help.

Better Allocation of Road Space	Better Cycle Infrastructure	Improved Public Space
<ul style="list-style-type: none"> <li> Pedestrian Priority Crossing</li> <li> New access point</li> </ul>	<ul style="list-style-type: none"> <li> Cycle Lane</li> <li> Cycle Parking</li> <li> E-Bike Hire</li> </ul>	<ul style="list-style-type: none"> <li> Planters and Greenery</li> <li> Wayfinding</li> <li> Community Spaces:                             <ul style="list-style-type: none"> <li>• Seating</li> <li>• Parklets</li> <li>• Public Art</li> </ul> </li> <li> Litter Bins</li> <li> Trees</li> </ul>
<h3>Traffic Interventions</h3> <ul style="list-style-type: none"> <li> Parking Restrictions</li> <li> Modal Filter</li> <li> Signalised Junction</li> <li> Narrow Junction Widths</li> <li> One Way Street</li> <li> Traffic Calming Measures</li> <li> Additional Parking Space</li> <li> Speed Restrictions</li> <li> Camera</li> </ul>	<h3>Additional Themes identified at workshops</h3> <ul style="list-style-type: none"> <li> Maintenance:                             <ul style="list-style-type: none"> <li>• Resurfacing</li> <li>• Cut Vegetation</li> </ul> </li> <li> Lighting</li> <li> Enforcement</li> <li> EV Charging Measures</li> <li> Car Club Spaces</li> <li> School Street</li> <li> Behaviour Change</li> </ul>	<h3>What is a Modal Filter?</h3> <p>A Modal Filter is a vehicle restriction such as a droppable bollard, gate, or planter which stops through traffic but allows pedestrians, wheelchair users, and cyclists to pass through. Vehicle access is always maintained for residents, visitors and service vehicles although some parking may be lost to enable turning and there may be a need to take different routes. Filters can be designed to work at certain times of the day or at all times.</p>  <p><small>Source: Cycling Embassy</small></p>



# Chelsea Road Ideas

Here is a map of the Chelsea Road area, with the original application area outlined in blue. We have captured ideas for improvements inside and outside of the application area.





# Zone 1

Here is a summary of the ideas for Zone 1.

## Chelsea Road Centre



More secure bike storage outside of shops located in the centre of Chelsea Road. This aims to encourage more patrons to cycle to the area.

## Newbridge Road Crossing



Investigate solutions to provide safer crossing for cyclists across Newbridge Road travelling between Chelsea Road and Station Road.

## Benches and Spaces for People



Provision of benches and parklets along Chelsea Road for use by visitors and local businesses. These can help to reduce car dominance along Chelsea Road.

## Continuous Footway at Entrances to Chelsea Road



Raised continuous crossings at both ends of Chelsea Road will prioritise pedestrians and improve accessibility. They will also help to slow drivers turning onto Chelsea Road.

## Shared Space along Chelsea Road



A shared space will provide better access to the shops along the street and improve accessibility.

## One-Way



Making Chelsea Road on-way (direction would TBC) could reduce through traffic and relieve congestion.



Traffic calming from the continuous crossings will slow traffic entering the street.

## Heavy Vehicles



Designated loading bays with timed conditions to stop larger vehicles blocking the road.



Impose a maximum weight limit along Chelsea Road to reduce the size of vehicles using the area

## Community Gateway and Improved Signage



Community gateway feature at each end of Chelsea Road with signs showing speed limits.

## Designated E-Scooter parking area.



Provision of e-scooter rental and parking at the entrance of Kennington Road with Chelsea Road will help to maintain space on the pavement and improve accessibility.



# Zone 2

Here is a summary of the ideas for Zone 2.



### Parklet on Warwick Road Junction



Installation of a parklet in large road space at Warwick Road junction will reclaim road space and provide a community area for local residents.

### Planters and Trees



Place planters and trees along roads to provide more green spaces, whilst being positioned not to obstruct the footway.



This could help to revitalise the area.

### Modal Filter along Warwick Road



A modal filter in the centre of Warwick Road could reduce traffic levels. This space could be reclaimed by residents and children.



### Electric Vehicle Charging

EV charging on all the roads contained in the area.



### Car Club Spaces

Car Club space provided within Warwick Road will allow residents without a car to utilise the services.



Warwick Road © Google Maps 2022



Car Club space

# Share your feedback

**We would like your feedback on the ideas presented here.**

Please consider what measures you think would most benefit your community, focusing on the original application area, and use the survey to indicate your preferences.

We'll use this information to create a shortlist of measures to feature in a draft design, while also considering costs, timelines, and practicalities.

We'll then seek feedback from the wider community on the draft design, remaining open to the longlist of ideas presented.

Measures put forward to improve areas outside of the original application area may be considered for future development.

Please scan the QR code below to access the survey on your smartphone



# Appendix C - Chelsea Road Feedback Form

## **B&NES Liveable Neighbourhoods Co-design Exhibition: Chelsea Road area**

Thank you for taking the time to share your feedback. We'd like to get your opinion on which of the measures put forward by residents at the Chelsea Road area workshop would most benefit the community.

You can view all of the ideas in the Chelsea Road area Workshop Report here:

<https://bit.ly/ChelseaRdReport>

We have split the original application area for the Chelsea Road area into several zones, and we will ask you to select up to three measures for that you feel are most appropriate to tackle the issues raised. This will help us to develop a shortlist to include in draft designs, while also considering costs, timelines, and practicalities.

Once we've drawn up a draft design, we'll ask residents and the wider public to share their views, remaining open to any new ideas put forward.

There are two questions relating to Zone 1 and 2, as well as an open text box to share any additional comments. You do not need to answer every question.

You can find information on the zones that we are looking for feedback on during the exhibition as featured on our display boards, or alternatively, information on all of the zones can be found in the co-design workshop output report.

If you have any questions, or would like to give feedback in a different format, please get in touch:

- Phone: 01225 394041
- Email: [liveableneighbourhoods@bathnes.gov.uk](mailto:liveableneighbourhoods@bathnes.gov.uk)
- Post: Sustainable Communities, Bath and North East Somerset Council, Lewis House, Manvers Street, Bath, BA1 1JG

### **Zone 1 – Chelsea Road**

Please select up to **three** of the measures that you feel would **most benefit the community** in Zone 1 – Chelsea Road:

- Secure Bike Storage** in the centre of Chelsea Road
- Improved Crossing** across Newbridge Road
- Benches and Spaces for People** along Chelsea Road
- Continuous Footway** at entrances to Chelsea Road
- Shared Space** along Chelsea Road
- One-way Road** along Chelsea Road

- Traffic Calming Measures** along Chelsea Road
- Designated Heavy Vehicle Loading Bay** along Chelsea Road
- Heavy Vehicle Weight Limit Restriction** along Chelsea Road
- Community Gateway and Improved Signage** along Chelsea Road
- Designated E-scooter Parking area** at entrance of Kennington Road with Chelsea Road
- I don't think any measures are needed**
- Other** (please detail in question 3)

### **Zone 2 – Kennington Road, Foxcombe Road, Park Road, and Warwick Road**

Please select up to two of the measures that you feel would most benefit the community in Zone 2 – Kennington Road, Foxcombe Road, Park Road, and Warwick Road:

- Parklet** on Warwick Road Junction
- Planters and Trees** along Foxcombe Road, Park Road, and Warwick Road
- Modal Filter** along Warwick Road *(A Modal Filter is a vehicle restriction such as a droppable bollard, gate, or planter which stops through traffic but allows pedestrians, wheelchair users, and cyclists to pass through. Residents and service vehicles will be able to access their street but will be restricted from passing the point where the modal filter is positioned. Emergency services access will be maintained. It should be noted that some parking may be lost to enable turning and it may be necessary for vehicles to take different routes. Filters can be designed to work at certain times of the day or at all times).*
- Electric Vehicle Charging Point** throughout Zone 2
- Car Club Spaces** along Warwick Road
- I don't think any measures are needed**
- Other** (please detail in question 3)

## **Any other comments?**

Do you have any other comments?

*Please note: if your comment is about a measure you'd like to see included, please be specific about its zone or location.*

## **Declaration**

Please read the privacy notice provided and agree to this statement to take part in this survey. I declare that the information I have provided is true, to the best of my knowledge. I understand that the information I have provided will be used as part of the survey process.

I have read the Council Privacy Notice and consent to the use of my personal data

Once completed, please return the form to:

**Email:** [liveableneighbourhoods@bathnes.gov.uk](mailto:liveableneighbourhoods@bathnes.gov.uk)

**Post:** Sustainable Communities, Bath and North East Somerset Council, Lewis House, Manvers Street, Bath BA1 1JG

**At the exhibition:** to a member of the project team

## **Consultations and surveys Privacy Notice (Data analysis by third party) – Liveable Neighbourhoods**

### **The purpose of processing**

The information below will help you to understand what we will do with the personal information that you have provided as part of the consultation process.

Please take a moment to read this and if you have any questions raise them with the team using the address at the bottom.

We are considering the introduction of new measures to improve people's lives in Bath and North East Somerset. This consultation form has been provided to allow you to engage in that consultation, though you may prefer to contact us by different means in relation to this consultation.

We seek your specific comments and feedback on the measures, and how they will directly affect you. We will engage with you, or raise your comments and potentially your details, within the council, to the extent that it is required to meet the purposes of the consultation or survey.

### **Data subjects**

Members of the public participating in the public consultation process



## **Personal data**

We may ask you for details that include:

Name

Address

Information in relation to the specific nature of the consultation or survey, such as the type of accommodation you occupy, your household's access to parking facilities and motor vehicles, and any other data that is required to fully assess the impact of our actions.

## **How is it used?**

Any personal data that has been submitted will be received by the team running this consultation, who may engage directly with you to explore your comments, concerns or queries. We will also pass results to a professional third party who we have contracted to assist with the analysis of the data, to determine needs assessment and assist in project planning. Any data shared outside the council will be used for the purposes of understanding and analysing this proposed project only. The information may be shared with other services we provide, who may carry out actions to support you in dealing with the proposed changes, this may include: highways, financial support, community wellbeing, or legal services.

If you are raising a specific point that and the team considers it requires further investigation that may or may not be related to the consultation, such as a complaint or security matter, then it will be transferred to the relevant department for further investigation.

## **Profiling and automated decision making**

Not applicable

## **Legal basis for using your data**

GDPR condition relied upon for processing personal data:

Article 6.1 a - Consent

## **GDPR condition relied upon for processing special category data**

Article 9.2 a - Explicit consent

## **Sharing of personal data with external recipients**

In exceptional cases we may share your personal data and feedback with those listed below who may need to help us respond to your feedback. In some cases that may include your name and contact details.

- Services within the council who may contact you regarding specific concerns beyond the scope of this consultation
- Law enforcement or other authorities if required by applicable law
- AECOM

## **How long is the personal data retained by the Council?**

Personal data will only be retained for as long as it is needed for the purpose specified above, for as long as the duration of the project requires it, or as required by applicable law or regulatory requirements.

## **Questions or concerns?**

Please email [data\\_protection@bathnes.gov.uk](mailto:data_protection@bathnes.gov.uk)

## **Appeals to the Information Commissioner's Office**

If you are unhappy about the way we have treated your personal data, or feel we have not properly respected your data subject rights, you have the right to contact the [Information Commissioner's Office](#) (ICO) and tell them about this.

You can also contact the ICO by phone on **0303 1231113**.

KH  
Consultant, Stakeholder Engagement, Consultation, and Communication

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