

DRAFT

Recommendation Report

Liveable Neighbourhoods
Chelsea Road

Bath & North East Somerset Council

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MM Senior Consultant	LD Principal Engineer	HH Associate Director	CB Director

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Prepared for:

Bath & North East Somerset Council

Prepared by:

AECOM Limited
Portwall Place
Portwall Lane
Bristol, BS1 6NA
United Kingdom

T: +44 117 901 7000
aecom.com

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1. Introduction

This report presents an assessment of a range of measures to improve residential streets in the Chelsea Road area, put forward by local residents taking part in the Liveable Neighbourhoods programme.

1.1 Background

The measures (or interventions) considered in this report are the output of a co-design workshop for the area, which took place in spring 2022.

Those who attended the workshop discussed what was good about their area and what could be improved, focusing on issues that make it difficult, unsafe or unpleasant to get around. They used large maps of the area, post-it notes and icons to indicate where certain measures could be introduced to help tackle those issues.

This exercise created a longlist of ideas to improve driving, parking, walking, cycling and public space (among others) in the Chelsea Road area, extending outside the original application area to provide context.

- You can learn more about the LN programme and read the workshop output report for Chelsea Road [here](#).

In summer 2022, all residents who had registered an interest in the co-design process were invited back to review the output of the workshop at an exhibition, along with their friends and family. The exhibition showcased the workshop ideas in a series of boards covering several zones. Attendees were also asked to focus on the original application area and prioritise the ideas that they felt would most benefit the community.

- The results of this work are presented in [Appendix A](#)

Feedback from the exhibition enabled the council to compile a list of the most favoured measures for Chelsea Road and evaluate them using a Multi-Criteria Assessment Framework (MCAF). The purpose of this evaluation exercise is to ensure popular measures are also achievable, affordable, and capable of contributing to the wider aims of the Liveable Neighbourhoods Programme, which is to create safer, healthier and more pleasant residential streets for everyone to enjoy.

The report presents the measures proposed by residents for several zones within the original application area, the evaluation criteria, and the scores attributed to each measure. The final section is a shortlist of the measures, based on their scores, put forward to councillors for the Chelsea Road area.

2. Multi Criteria Assessment Framework

2.1 Methodology

A Multi Criteria Assessment Framework (MCAF) is a means of using a standard scoring system that assesses items against an agreed set of criteria that can be applied consistently across a series of interventions to enable comparison. This enables the interventions put forward by residents in the co-design workshops – and that residents subsequently prioritised in the follow up exhibitions – to be assessed. The criteria to be used considers factors associated with the Liveable Neighbourhoods Programme and broader Council objectives. Scoring is based on a seven-point scale.

The factors key to the Liveable Neighbourhoods approach are:

- A reduction in air quality and noise
- An improvement in quality of life, safety and health outcomes
- An improved public realm
- Minimal impact on the local heritage
- A reduction in car trips
- An improvement in inclusion and accessibility
- Increased environmental biodiversity

There are also some additional factors which come into consideration, and these are:

- The popularity of the intervention (frequency it was voted for)
- How feasible it is to deliver

The assessment factors used in this MCAF report are aligned with the strategic objectives of the Liveable Neighbourhoods Programme:

1. Improve air quality and respond to the climate and biodiversity emergency
2. Improve public realm and quality of life – creating better places for residents, businesses and visitors
3. Enable more local trips by active modes of travel and public transport
4. Reduce the impact of through traffic and make our neighbourhoods more accessible and inclusive

Assessment Factors						
1. Air quality & noise	2. Quality of Life, Safety and Health outcomes	3. Public realm	4. Local heritage	5. Reduction in car trips	6. Inclusion and accessibility	7. Environmental Biodiversity
-3 - significant impact to air quality/noise	-3 - significant impact to quality of life	-3 - significant impact to public realm	-3 - significant impact on local heritage	-3 - significant increase with car trips	-3 - significant impact with inclusion and accessibility	-3 - significant impact on biodiversity
-2 - noticeable change to air quality/noise	-2 - noticeable impact to quality of life	-2 - noticeable change to public realm	-2 - noticeable impact on local heritage	-2 - noticeable increase in car trips	-2 - noticeable impact with inclusion and accessibility	-2 - noticeable impact on biodiversity
-1 - minimal impact on air quality/noise	-1 - minimal impact to quality of life	-1 - minimal impact to public realm	-1 - minimal impact on local heritage	-1 - minimal increase in car trips	-1 - minimal impact with inclusion and accessibility	-1 - minimal impact on biodiversity
0 - no change to air quality	0 - no change to quality of life	0 - no change to public realm	0 - no impact on local heritage	0 - no reduction in car trips	0 - no improvement with inclusion/accessibility	0 - no change to local biodiversity
1 - minimal improvement to air quality/noise	1 - minimal improvement to quality of life	1 - minimal improvement to public realm	1 - minimal improvement on local heritage	1 - minimal reduction in car trips	1 - minimal improvement with inclusion and accessibility	1 - minimal improvement with biodiversity
2 - noticeable improvement to air quality/noise	2 - noticeable improvement to quality of life	2 - noticeable improvement to public realm	2 - noticeable improvement on local heritage	2 - noticeable reduction in car trips	2 - noticeable improvement with inclusion and accessibility	2 - noticeable improvement with biodiversity
3 - potential for significant improvement with air quality/noise	3 - potential for significant improvement to quality of life	3 - potential for significant improvement to public realm	3 - significant improvement on local heritage	3 - potential for significant reduction in car trips	3 - significant improvement with inclusion and accessibility	3 - significant improvement with biodiversity

Figure 1 - MCAF assessment factors and breakdown of criteria

We have used the same evaluation method for all 15 LN areas, tailoring the approach in some areas to cater for specific local conditions. For example, the potential impact on local heritage can vary dramatically across the city of Bath. Where we have tailored the approach, this has been captured and highlighted in the comment’s column (not shown in Figure 1).

At this stage, each measure has been considered in isolation, but we recognise that there may be opportunities to group interventions in future.

The scores for the eligible zones and interventions for the Chelsea Road area are outlined in the next section.

3. Output

3.1 The co-design workshop output

The measures identified at the co-design workshop were spread over four zones presented below (Figure 2). The zones within the application area (Zones 1 and 2) were then taken forward and presented to the community at the follow up exhibition, with residents having the opportunity prioritise up to three choices to take forward in each zone. These results are shown in 3.3 to 3.4.



Figure 2 - Co-Design workshop output

In the figures below, each measure has been scored against the factors set out in 2.1, delivering a total score. The average score (based on the total scores) provides a benchmark or ‘minimum score’ for the interventions to be taken forward for shortlisting. For example, if the average score is 6, then all interventions scoring 6 or more have been shortlisted.

3.2 Key points

There are key points to note in the tables, and these are highlighted below:

- Zone 2 – measures have been identified along Warwick Road, which include a modal filter, parklet, planters and/or trees and car club spaces (these are highlighted in green in Figure 4), helping to create a new community space. Designed well, this space could act as a modal filter without the requirement for bollards.
- There is also an opportunity for the proposed measures for EV charging points and Car Club to be picked up as part of the EV element of the Liveable Neighbourhoods Programme and this information will be passed on to the relevant council officers.

3.3 Zone 1 - Interventions and scores

Area	Intervention proposed by residents	Number of votes	Weighting of votes	Is the intervention feasible?	Assessment Factors							Technical Score	Total Score	Comments
					1. Air quality & noise	2. Quality of Life, Safety and Health outcomes	3. Public realm	4. Local heritage	5. Reduction in car trips	6. Inclusion and accessibility	7. Environmental Biodiversity			
					-3 - significant impact to air quality/noise	-3 - significant impact to quality of life	-3 - significant impact to public realm	-3 - significant impact on local heritage	-3 - significant increase with car trips	-3 - significant impact with inclusion and accessibility	-3 - significant impact on biodiversity			
					-2 - noticeable change to air quality/noise	-2 - noticeable impact to quality of life	-2 - noticeable change to public realm	-2 - noticeable impact on local heritage	-2 - noticeable increase in car trips	-2 - noticeable impact with inclusion and accessibility	-2 - noticeable impact on biodiversity			
					-1 - minimal impact on air quality/noise	-1 - minimal impact to quality of life	-1 - minimal impact to public realm	-1 - minimal impact on local heritage	-1 - minimal increase in car trips	-1 - minimal impact with inclusion and accessibility	-1 - minimal impact on biodiversity			
					0 - no change to air quality	0 - no change to quality of life	0 - no change to public realm	0 - no impact on local heritage	0 - no reduction in car trips	0 - no improvement with inclusion/accessibility	0 - no change to local biodiversity			
					1 - minimal improvement to air quality/noise	1 - minimal improvement to quality of life	1 - minimal improvement to public realm	1 - minimal improvement on local heritage	1 - minimal reduction in car trips	1 - minimal improvement with inclusion and accessibility	1 - minimal improvement with biodiversity			
					2 - noticeable improvement to air quality/noise	2 - noticeable improvement to quality of life	2 - noticeable improvement to public realm	2 - noticeable improvement on local heritage	2 - noticeable reduction in car trips	2 - noticeable improvement with inclusion and accessibility	2 - noticeable improvement with biodiversity			
					3 - potential for significant improvement with air quality/noise	3 - potential for significant improvement to quality of life	3 - potential for significant improvement to public realm	3 - significant improvement on local heritage	3 - potential for significant reduction in car trips	3 - significant improvement with inclusion and accessibility	3 - significant improvement with biodiversity			
Zone 1	Improved crossing across Newbridge Road	9	3	Yes	-1	2	0	-1	1	3	0	4	7	
	Continuous footway at entrances to Chelsea Road	7	3	Yes	0	2	1	1	2	2	0	8	11	
	Heavy vehicle weight limit restriction along Chelsea Road	7	3	Yes	3	3	1	1	0	1	0	9	12	Except for access
	One-way road along Chelsea Road	6	3	Yes	-1	3	2	-2	1	2	0	5	8	
	Traffic calming measures along Chelsea Road	6	3	Yes	-1	2	1	-2	0	0	0	0	3	
	Designated heavy vehicle loading bay along Chelsea	6	3	Yes	1	1	-1	-1	0	2	0	2	5	
	Benches and spaces for people along Chelsea Road	3	2	Yes	0	1	1	0	1	2	0	5	7	
	Community gateway and improved signage along	2	1	Yes	0	1	1	-1	0	0	1	2	3	
	Secure bike storage in the centre of Chelsea Road	1	1	Yes	0	2	0	-1	1	2	0	4	5	
	Shared space along Chelsea Road	1	1	Yes	1	2	3	2	0	1	0	9	10	
Designated e-scooter parking area at the entrance of Kennington Road with Chelsea Road	1	1	Yes	0	1	-1	-1	2	3	0	4	5		
11		49										7		

Figure 3 - Zone 1 interventions and scores

3.4 Zone 2 - Interventions and scores

Area	Intervention proposed by residents	Number of votes				Assessment Factors							Technical Score	8. Feasibility	Total Score	Comments
						1. Air quality & noise	2. Quality of Life, Safety and Health outcomes	3. Public realm	4. Local heritage	5. Reduction in car trips	6. Inclusion and accessibility	7. Environmental Biodiversity				
						-3 - significant impact to air quality/noise	-3 - significant impact to quality of life	-3 - significant impact to public realm	-3 - significant impact on local heritage	-3 - significant increase with car trips	-3 - significant impact with inclusion and accessibility	-3 - significant impact on biodiversity	0 - not feasible			
						-2 - noticeable change to air quality/noise	-2 - noticeable impact to quality of life	-2 - noticeable change to public realm	-2 - noticeable impact on local heritage	-2 - noticeable increase in car trips	-2 - noticeable impact with inclusion and accessibility	-2 - noticeable impact on biodiversity				
						-1 - minimal impact on air quality/noise	-1 - minimal impact to quality of life	-1 - minimal impact to public realm	-1 - minimal impact on local heritage	-1 - minimal increase in car trips	-1 - minimal impact with inclusion and accessibility	-1 - minimal impact on biodiversity	1 - feasible (subject to surveys)			
						0 - no change to air quality	0 - no change to quality of life	0 - no change to public realm	0 - no impact on local heritage	0 - no reduction in car trips	0 - no improvement with inclusion/accessibility	0 - no change to local biodiversity				
						1 - minimal improvement to air quality/noise	1 - minimal improvement to quality of life	1 - minimal improvement to public realm	1 - minimal improvement on local heritage	1 - minimal reduction in car trips	1 - minimal improvement with inclusion and accessibility	1 - minimal improvement with biodiversity				
						2 - noticeable improvement to air quality/noise	2 - noticeable improvement to quality of life	2 - noticeable improvement to public realm	2 - noticeable improvement on local heritage	2 - noticeable reduction in car trips	2 - noticeable improvement with inclusion and accessibility	2 - noticeable improvement with biodiversity				
						3 - potential for significant improvement with air quality/noise	3 - potential for significant improvement to quality of life	3 - potential for significant improvement to public realm	3 - significant improvement on local heritage	3 - potential for significant reduction in car trips	3 - significant improvement with inclusion and accessibility	3 - significant improvement with biodiversity				
Zone 2	Electric vehicle charging points throughout Zone 2	7	30%	152%	3	1	0	-2	0	0	1	0	0.00	1	3.00	To be picked up by the EV part of the LN Programme
	Planters and trees along Foxcombe Road, Park Road and	6	26%	130%	2	0	1	1	0	0	0	1	3.00	1	5.00	
	Parklet on Warwick Road junction	4	17%	87%	2	0	1	1	0	0	0	1	3.00	1	5.00	
	Car club spaces along Warwick Road	4	17%	87%	2	0	1	0	0	1	1	0	3.00	1	5.00	To be picked up by the EV part of the LN Programme
	Modal filter along Warwick Road	2	9%	43%	1	2	2	0	-1	3	-2	0	4.00	1	5.00	
	5	23	20%												5	

Figure 4 - Zone 2 interventions and scores

4. Shortlisting

4.1 Methodology

The measures which scored on or above the average score are shortlisted below, arranged first by zone area and then together in a summary table (section 5).

Where a measure is identified as 'Integrated into other programmes', it will not be taken forward as part of the Liveable Neighbourhoods Programme but may be taken forward by a voluntary group or organisation or other council department (e.g., maintenance or enforcement items), or another capital works programme.

'Integrated into other programmes' items have therefore not been carried forward to the summary table.

The shortlist may also contain measures that we are unable to take forward in the future. For example, a footpath intervention may involve obtaining rights across land owned by others that the landowner is unwilling to provide. In addition, the council's ability to implement the shortlisted measures is subject to the availability of funding and approval of the business case.

4.2 Zone 1 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Improved crossing across Newbridge Road	between £50k - £100k	Between 3 – 6 months	In scope
Continuous footway at entrances to Chelsea Road	between £100k - £250k	Less than 3 months	In scope
One-way road along Chelsea Road	Less than £50k	Between 3 – 6 months	In scope
Heavy vehicle weight limit restriction along Chelsea Road	Less than £50k	Less than 3 months	In scope
Benches and spaces for people along Chelsea Road	Less than £50k	Less than 3 months	In scope
Shared space along Chelsea Road	Over £250k	Over 12 months	In scope

4.3 Zone 2 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Planters and trees along Foxcombe Road, Park Road and Warwick Road	Less than £50k	Less than 3 months	In scope
Parklet on Warwick Road junction	Less than £50k	Less than 3 months	In scope
Car club spaces along Warwick Road	Less than £50k	Between 6 – 12 months	Integrated into other programmes
Modal filter along Warwick Road	Less than £50k	Less than 3 months	In scope

5. Summary table

The table below summarises the measures shortlisted in section 4, arranged in order, starting with the measures that take the shortest time to complete (once any necessary design and consultation work is complete). The estimated total cost for the package of measures is presented at the bottom of the table, based on the high-end value in each range.

Where appropriate, interventions will be monitored and evaluated, with baseline data obtained in advance of their implementation.

Table 1. Summary of shortlisted interventions

Intervention	Cost to implement (estimated)	Time to implement (estimated)	Requires (E)TRO	Number of votes
Modal filter along Warwick Road	Less than £50k	Less than 3 months	Yes	2
Planters and trees along Foxcombe Road, Park Road and Warwick Road	Less than £50k	Less than 3 months	Yes	6
Parklet on Warwick Road junction	Less than £50k	Less than 3 months	Yes	4
Heavy vehicle weight limit restriction along Chelsea Road	Less than £50k	Less than 3 months	Yes	7
Benches and spaces for people along Chelsea Road	Less than £50k	Less than 3 months	Yes	3
One-way road along Chelsea Road	Less than £50k	Between 3 – 6 months	Yes	6
Continuous footway at entrances to Chelsea Road	Between £100k - £250k	Less than 3 months	No	7
Improved crossing across Newbridge Road	Between £50k - £100k	Between 3 – 6 months	Yes	9
Shared space along Chelsea Road	More than £250k	Over 12 months	Yes	1
Total estimated cost	£850k			

6. Next steps

Once the shortlist has been approved by councillors, and draft designs have been drawn up, the wider public will be invited to have their say before the measures are trialled or final, detailed designs are consulted on.

During the engagement, the council will remain open to suggestions from the wider public that draw from the longer list of ideas generated at the workshops, recognising that only a small cohort of residents were involved in the initial concept design and prioritisation exercise.

You can read more about the Liveable Neighbourhood programme, how LNs are developed, and the 15 areas being prioritised, including Chelsea Road [here](#). This includes a project timeline.

Appendix A Chelsea Road Exhibition Report