



# Chelsea Road Area Co-development Workshop

Summary of Discussions  
August 2022

# Liveable Neighbourhoods Co-development Workshop

This report shows the outcomes of a workshop held on the 28<sup>th</sup> of June 2022 for residents in the Chelsea Road area of Bath.

During the workshops, we helped residents express to us what they liked about their area, what they thought could be nurtured, and what measures they felt would make the most impact to improve the area. We used large maps of the neighbourhood to help.

The ideas presented here have been generated by the residents themselves, and link back to comments captured during public engagement for the Chelsea Road area in December 2021. The ideas will now be shortlisted to develop a draft design.

**In the autumn, we will ask the wider public for their feedback on the draft design before final designs are produced, taking on board the comments we receive.**

# Contents

|  |    |
|--|----|
| Background   | 4  |
| About the Chelsea Road Area                            | 5  |
| Outcomes of the Earlier Public Engagement              | 6  |
| Key Themes Identified in the Earlier Public Engagement | 7  |
| The Workshop   | 8  |
| What People Like About Chelsea Road                    | 9  |
| What People Said Could Be Nurtured                     | 10 |
| Movement Patterns                                      | 11 |
| What Did We Learn?                                     | 12 |
| Key Themes and Previous Engagement                     | 13 |
| Guide to Interventions                                 | 14 |
| Reimagining the Space                                  | 15 |
| Conclusion and Next Steps                              | 33 |

# Background

Bath & North East Somerset Council is supporting communities to breathe new life into their residential streets by developing liveable neighbourhoods. Typical features of a liveable neighbourhood include:

- Reduced numbers of vehicles on residential roads
- Safer and better opportunities for those that wish to walk, cycle or wheel
- More green spaces where people can sit, relax, and meet others
- And healthier, more connected communities.

The council first asked residents what they felt about liveable neighbourhoods (LNs) in autumn 2020. 48 communities then applied to become a LN, via their ward councillors. In 2021, the council prioritised 15 areas where development of LNs could start, which included the Chelsea Road area. In December 2021, the council asked the public for their feedback on what was good about their areas; what transport-related issues they experienced, and what improvements would make the most impact.

The original LN application for the Chelsea Road area focused on resident parking and the inability for residents and their visitors to be able to park in the area. This is caused by large volumes of non-residents leaving their vehicles here while commuting to the Royal United Hospital or into the City Centre.

The development of a LN here and in other areas will play an important role in delivering council policies on transport, health and the climate emergency.

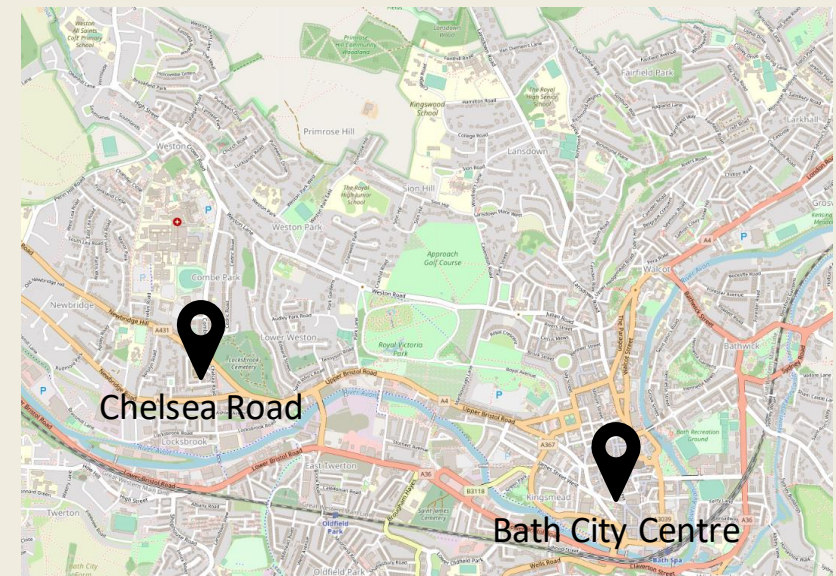
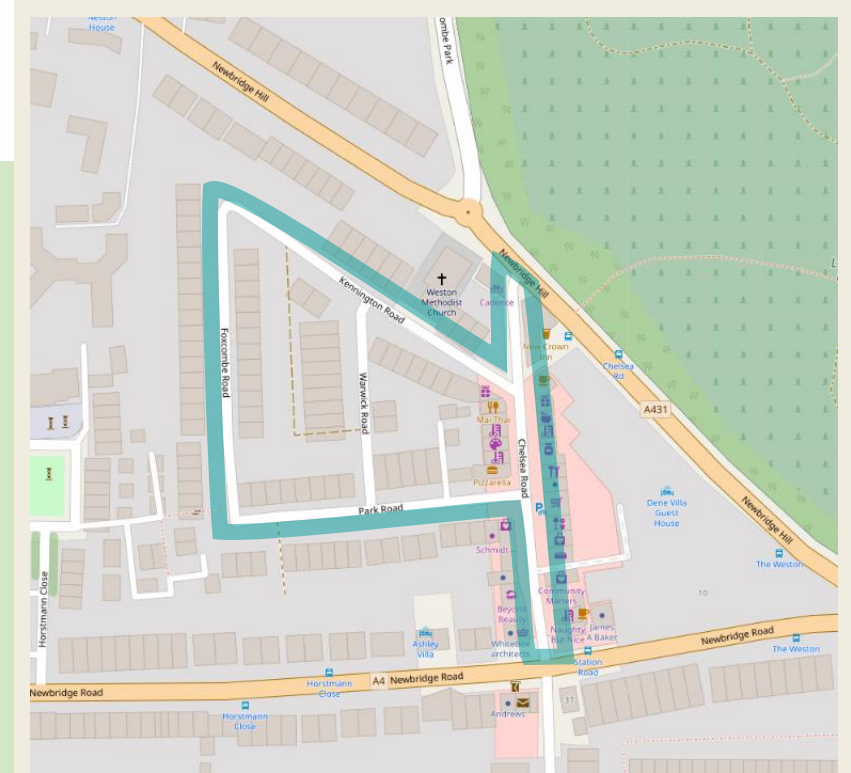
# About the Chelsea Road Area

The Chelsea Road area consists of residential housing along Park Road, Foxcombe Road, Kennington Road, and Warwick Road with shops, a church, a pre-school group, a dentist and businesses along Chelsea Road itself. The area is located approximately 1.5 miles north-west of Bath Spa train station.

Chelsea Road is around 170m in length and connects Newbridge Hill (A431) with Newbridge Road (A4). The road is lined with local businesses including cafes, hairdressers, charity shops, a Spar and a local pub.

From discussions at the workshops there appears to be three key areas within and around the Chelsea Road area, these include:

- Chelsea Road shops and services
- Residential streets including Park Road, Foxcombe Road, Kennington Road, and Warwick Road
- Newbridge Hill and Newbridge Road



# Outcomes of the Earlier Public Engagement

In December 2021, the council carried out a public engagement exercise and invited people to submit feedback across the 15 Liveable Neighbourhood areas being prioritised. Out of the 1,625 responses submitted, 47 people commented on the Chelsea Road area. Below is a summary of what people said.

## 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'



Photograph from the Chelsea Road co-development workshop

# Key Themes Identified in the Earlier Public Engagement

We identified four key themes from the feedback received in 2021. These key themes were:

- **Better cycle infrastructure**
- **Improved public spaces**
- **Better allocation of road space**
- **Traffic interventions**

**Better cycle infrastructure** encourages the uptake of cycling and improved safety. Benefits could include fewer cars on the roads, less demand for on-street parking, and less congestion. Measures could include **cycle parking, bike hire, and cycle lanes** where appropriate.

**Improved public spaces** mean more opportunities for people to meet and talk with others outside. Improving our outdoor spaces can improve our health and well-being, combat loneliness and create more vibrant and inclusive communities. Measures to improve public spaces could include **attractive seating areas, planting more trees and plants, and public art**.

**Better allocation of road space.** Cars can dominate our residential streets leaving inadequate space for safe walking, cycling and wheeling (so discouraging active travel). To ensure fairer access for all road users, measures could include **widening footways, creating crossings, building out pavements, or creating new community spaces**.

**Traffic Interventions** could include **modal filters** (e.g bollards to restrict through traffic), **turning restrictions** and **restricting access** for certain vehicles to reduce the number of vehicle movements in the area.

# The Workshop

The workshop took place in Bath Spa Locksbrook campus on the 28<sup>th</sup> of June and started at 6.45pm.

Brief presentation / introduction

Exercises 1, 2, and 3

Break

Exercise 4

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

41 residents registered for the workshop, along with representatives from AECOM and B&NES Council. Attendees were split into four groups, accommodating four tables.

- What do you like about Chelsea Road area? What needs nurturing?
- Group feedback

- What are the movement patterns around the area?
- Re-imagining the space
- Group feedback



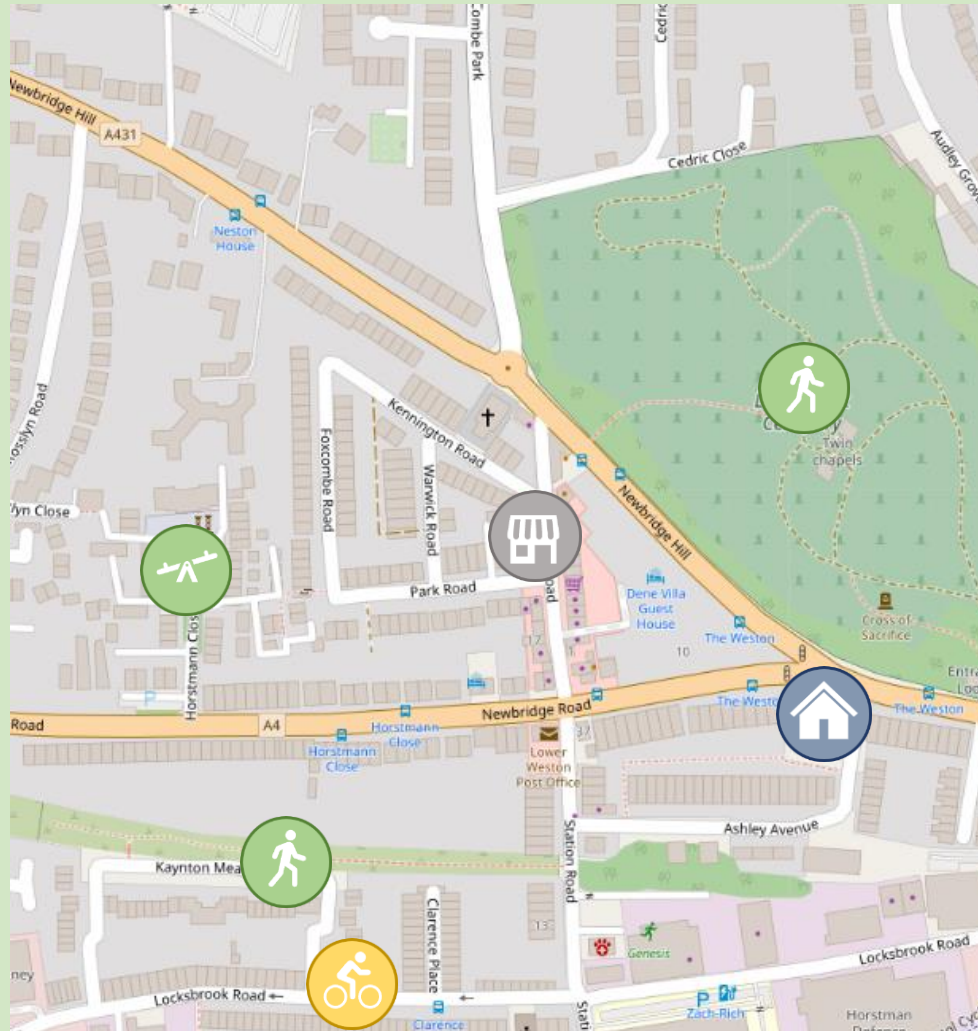
Photograph from the Chelsea Road co-development workshop



# 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.



Space for children to play.

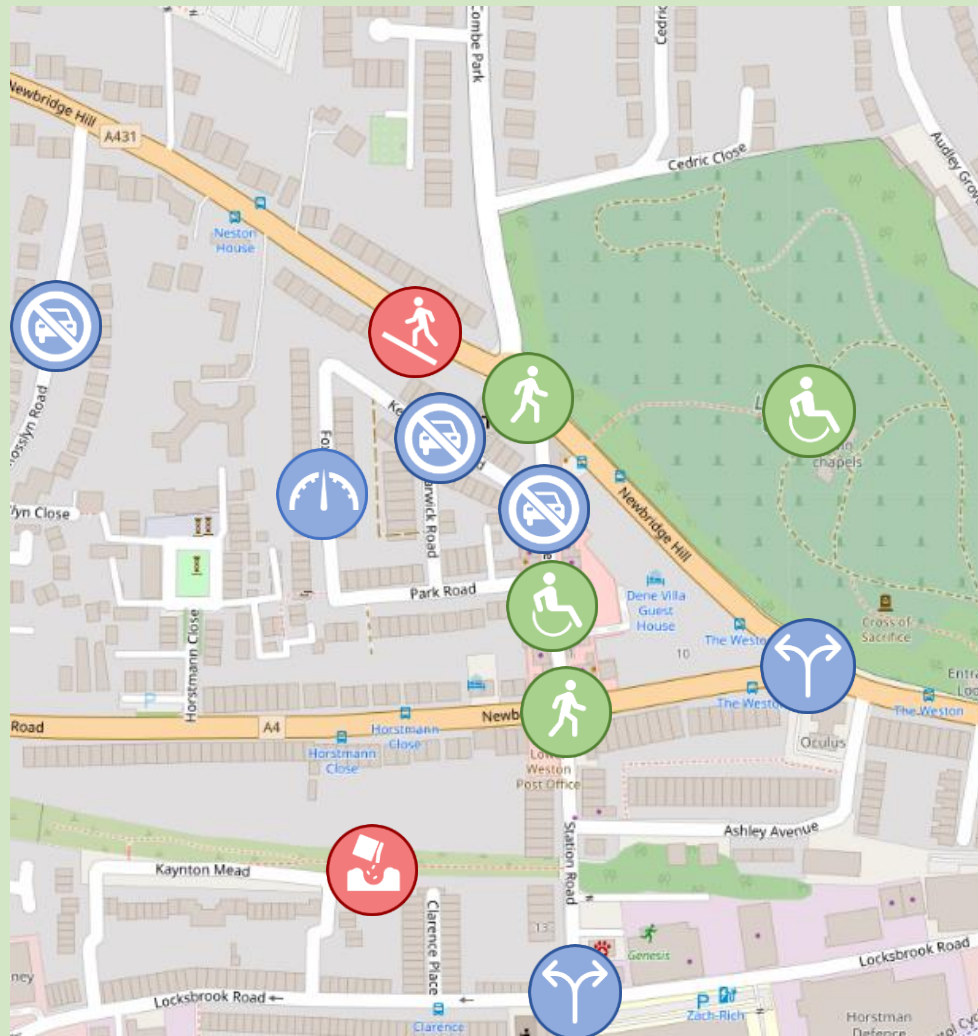



Nice local buildings and architecture.





## 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. 

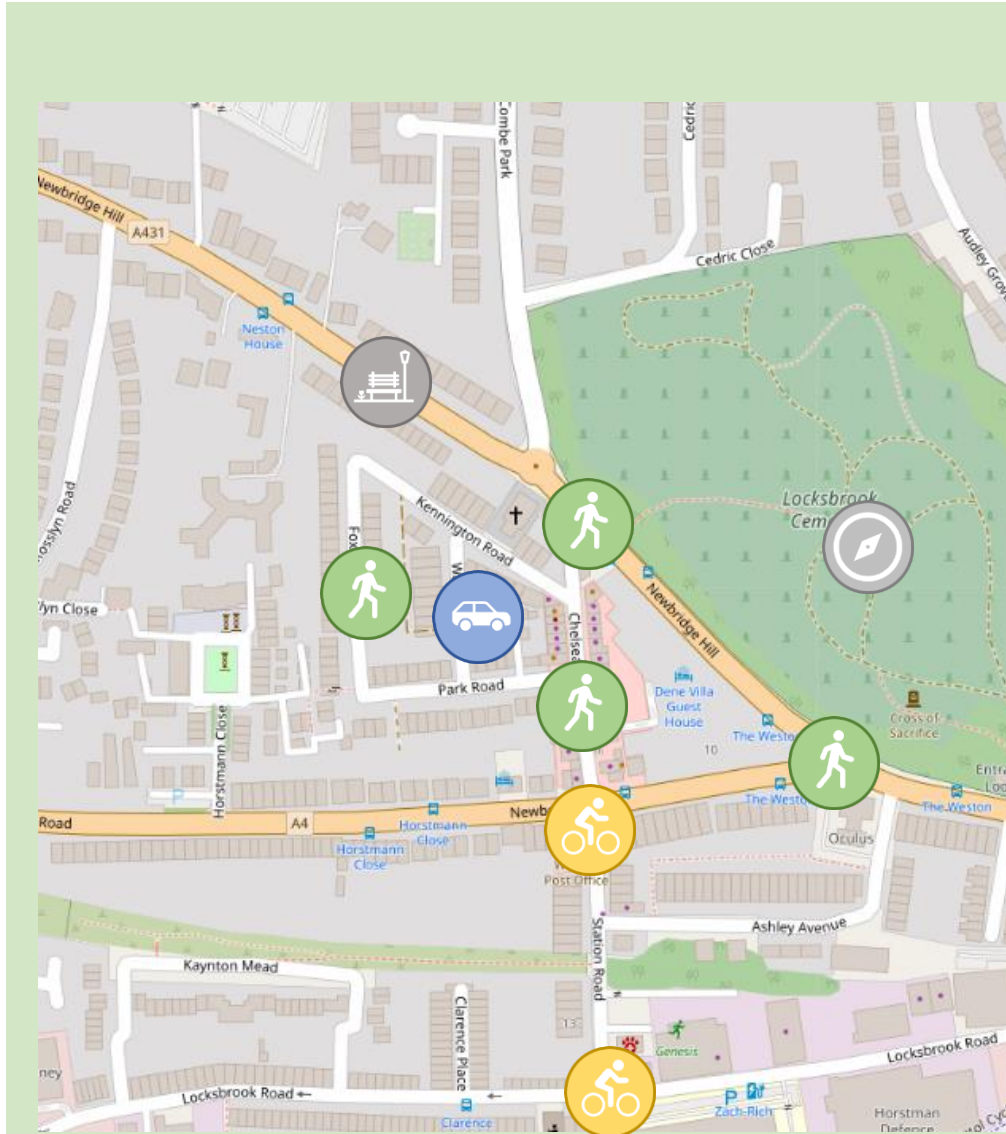
Speeding traffic through Foxcombe Road. 

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.



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



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



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



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



## What did we learn...?

- Residents in the Chelsea Road area reported issues with parking from commuters. This leaves residents with limited opportunities to park near their homes.
- Parked vehicles block kerbs and park on the footways of all roads in the area, particularly along Chelsea Road. This behavior 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.



Photograph from the Chelsea Road area co-development



Photograph from the Mount Road co-development workshop

## How the themes compare to the previous engagement

The feedback from exercise 1, 2, and 3 is outlined below and aligns with the themes from the initial public engagement:



### **Better Cycle Infrastructure**

Steep hills around Chelsea Road area, limited places to store bicycles, and dangerous crossing points limit cycling around the area.



### **Traffic Interventions**

Residents being able to park in the area is still a concern, but people also want to maintain some form of parking for people from outside the area visiting the Chelsea Road shops. Speeding, pavement parking and HGV traffic are also a concern.



### **Improved Public Spaces**

There is a desire for more facilities for local businesses along Chelsea Road. This will allow the local businesses to utilise outside space in front of their shops and cafés.



### **Better Allocation of Road Space**

A better allocation of road space along Chelsea Road will allow local businesses to utilise the space along the street and provide a freer movement of people walking/ wheeling.

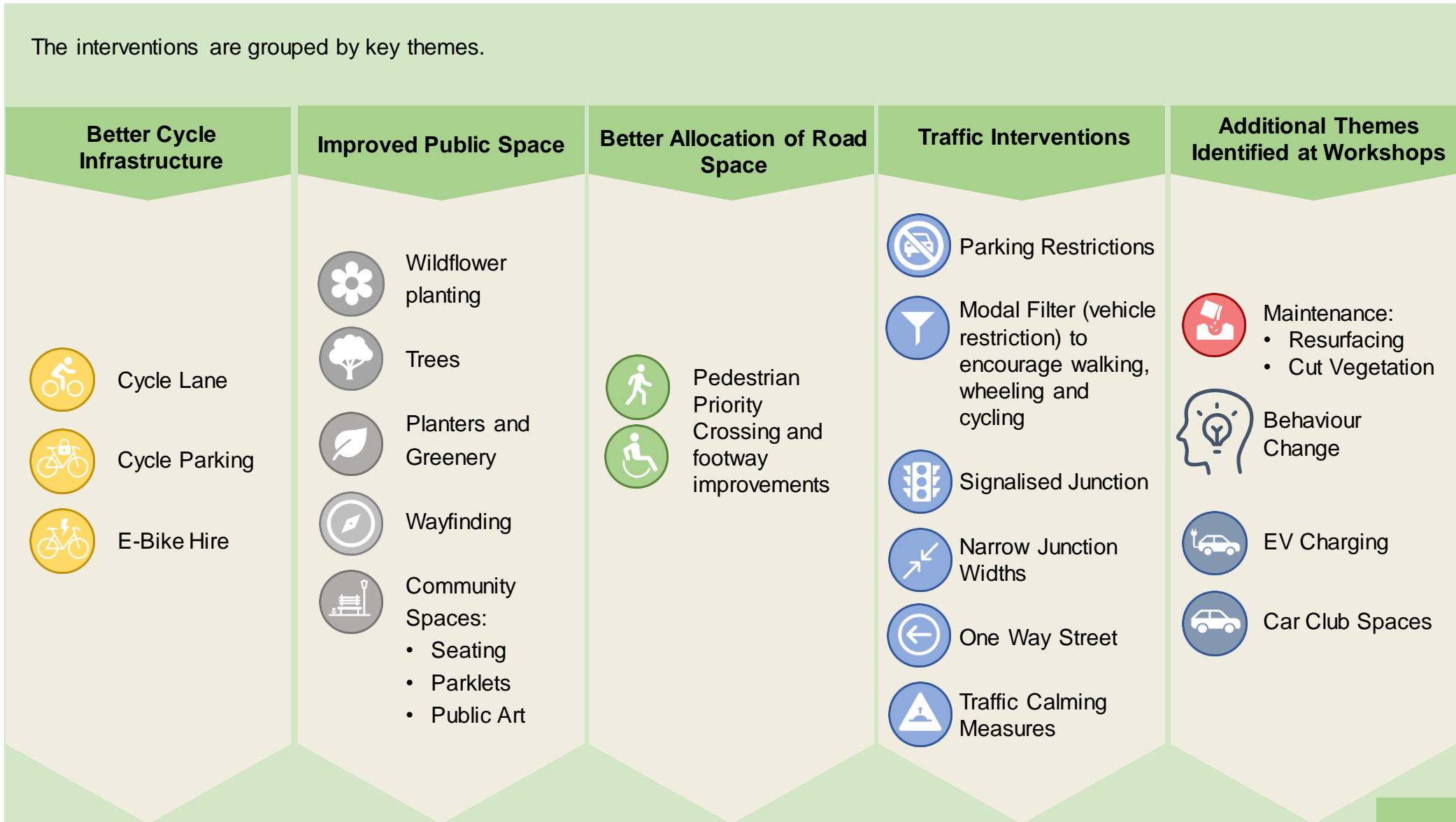
Priority crossings along Chelsea Road and at the road entrances would allow for a safer movement of people walking/wheeling and encourage more people to travel actively.

There is poor parking due to the number of people driving to the area. The associated issues with speeding traffic and pavement parking inhibits the movement of people along the footways.

Poor maintenance of vegetation can limit access for the less mobile around the area.

# Guide to Interventions

We asked residents to discuss what interventions might work in each area to improve connectivity, accessibility, and inclusivity by placing icons representing these measures/interventions on a map. Here is a guide to the icons.



## Exercise 4: Reimagining the space

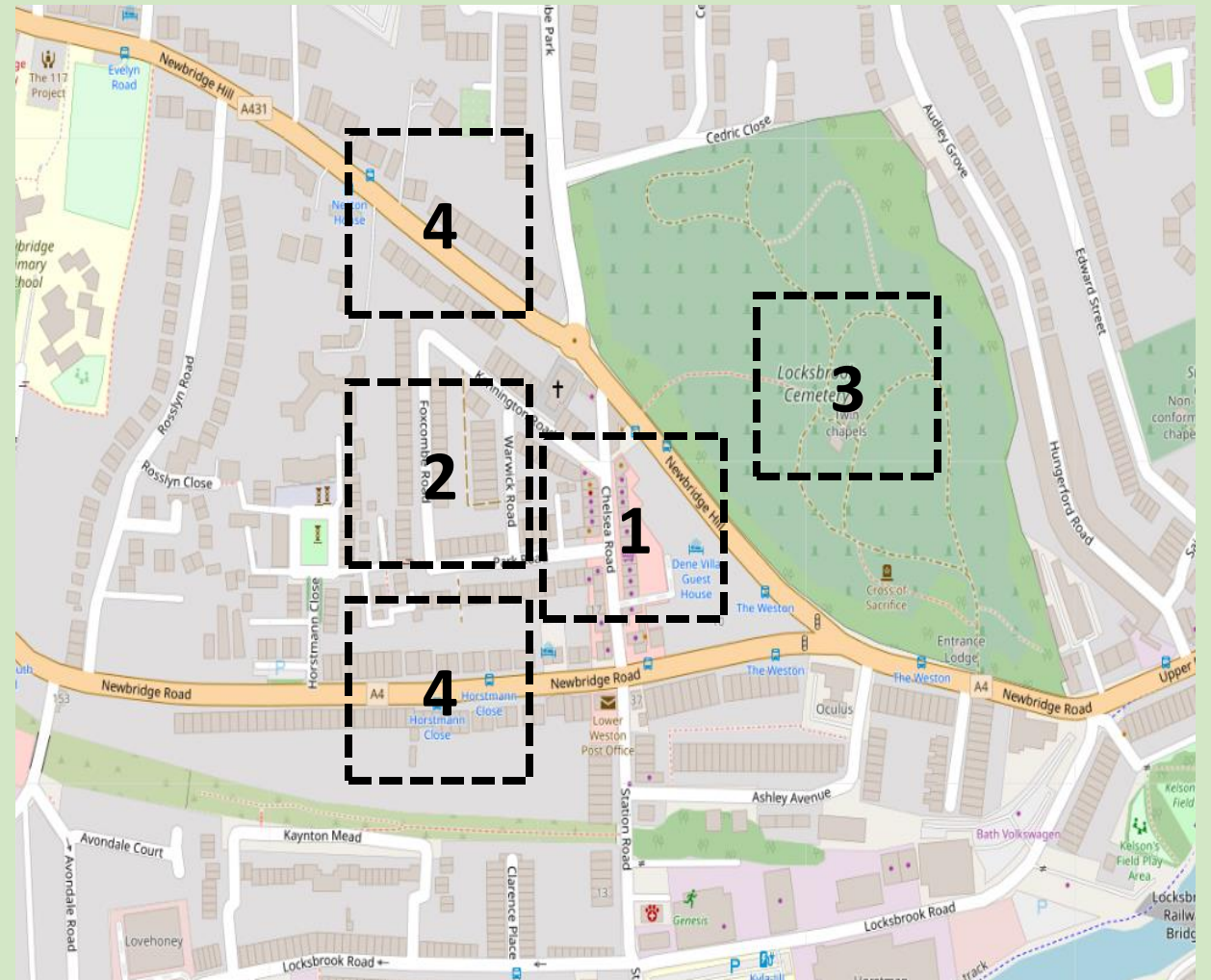
We asked residents attending the workshop to 'reimagine' the Chelsea Road area, suggesting ways to solve some of the issues identified in the earlier exercises, suggesting ways to make getting around safer and more inclusive for everyone.

**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



# Zone 1 Chelsea Road

Residents' suggestions to improve cycling opportunities in the area

## 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.



Secure Bike storage © Better by Bike

## Newbridge Road Crossing



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



Newbridge Road © Google Maps





# Zone 1 Chelsea Road

Residents' suggestions to improve the public spaces in the area



## Benches and Spaces for People

Provision of benches and parklets along Chelsea Road for use by visitors and local businesses.

These facilities can help to reduce car dominance along Chelsea Road and allow people who visit to utilise the space outside the local stores and cafes.



Parklets with secure Bike storage © Meristem Design

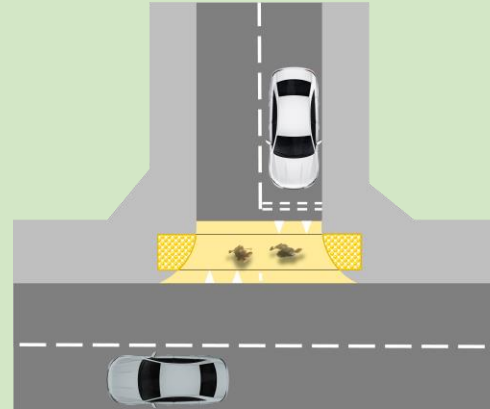


# Zone 1 Chelsea Road

Residents' suggestions to create fairer access for all by reallocating road space for those walking and wheeling



**Continuous Footway at Entrances to Chelsea Road**  
Raised continuous crossings at both ends of Chelsea Road will prioritise pedestrians and improve accessibility for less-mobile users. The crossings are raised and will also aim to slow drivers as they turn into Chelsea Road and change their behaviour after coming off of 'A' roads.



Schematic arrangement showing a continuous footway



**Shared Space Along Chelsea Road**  
A shared space along Chelsea Road will provide better access to the shops along the street. The space can be utilised by pedestrians and local businesses and improve access for less-able users.



A temporary painted shared space in St Stephens Street, Bristol



# Zone 1 Chelsea Road

Residents' suggestions to tackle vehicle related issues through various traffic interventions

## One-Way



Make Chelsea Road one-way (direction to be determined at a later stage) to reduce through traffic and relieve issues of conflict due to narrow road space.



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

## Heavy Vehicles



Designated loading bays with timed conditions along Chelsea Road to stop issues of large 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 and local shops along Chelsea Road.



© Google Maps 2022



© Google Maps 2022



# Zone 1 Chelsea Road

Residents' suggestions for other themes to improve the area



## Designated E-scooter Parking Area

Provision of e-scooter rental and parking at the entrance of Kennington Road with Chelsea Road. This will maintain space on pavement and not impede access to less-mobile users.



On street E-scooter parking bay in London © Google Maps 2022



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

Residents' suggestions to improve the public spaces in the area

## 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.



Parklet Installation © meristemdesign.co.uk

## Planters and Trees



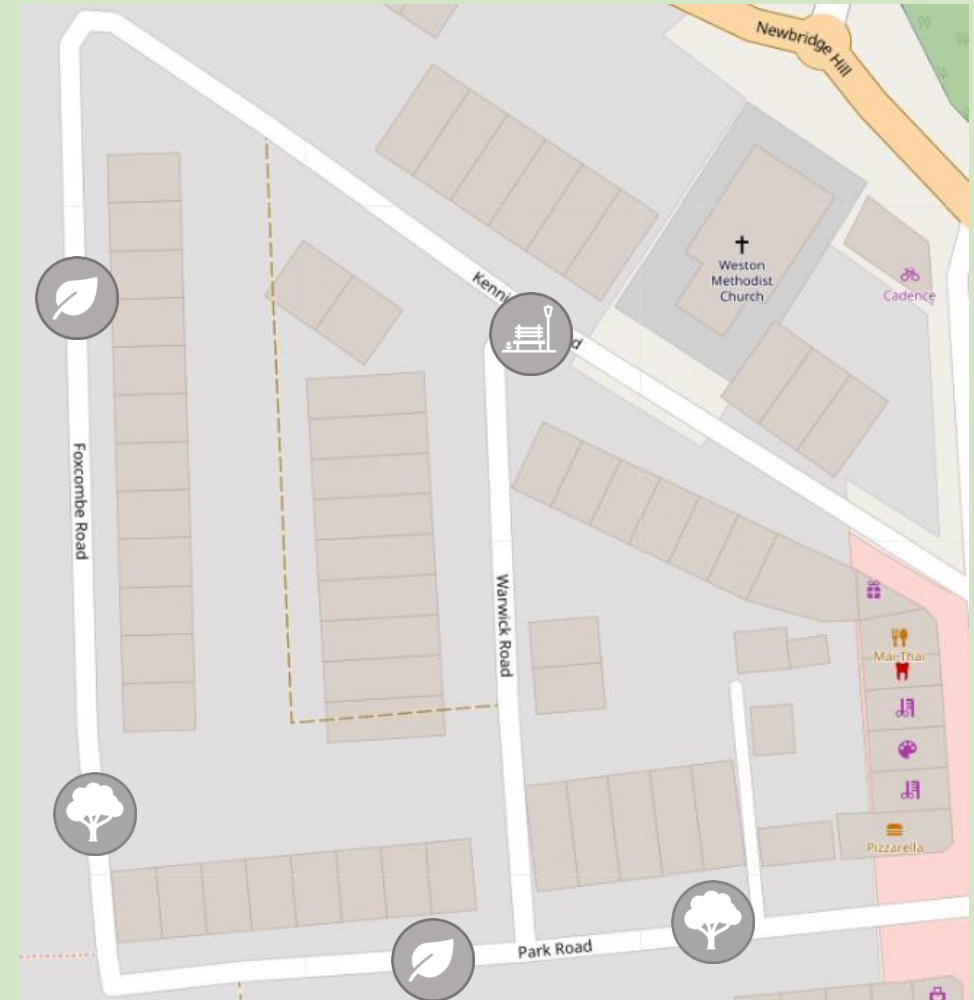
Place planters and trees along roads to provide more green spaces.



This will change drivers behaviour and revitalise the area. These will be positioned so as to not reduce footway space available or effect existing plants.



Planter Installation in Bristol



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

Residents' suggestions to tackle vehicle related issues through various traffic interventions

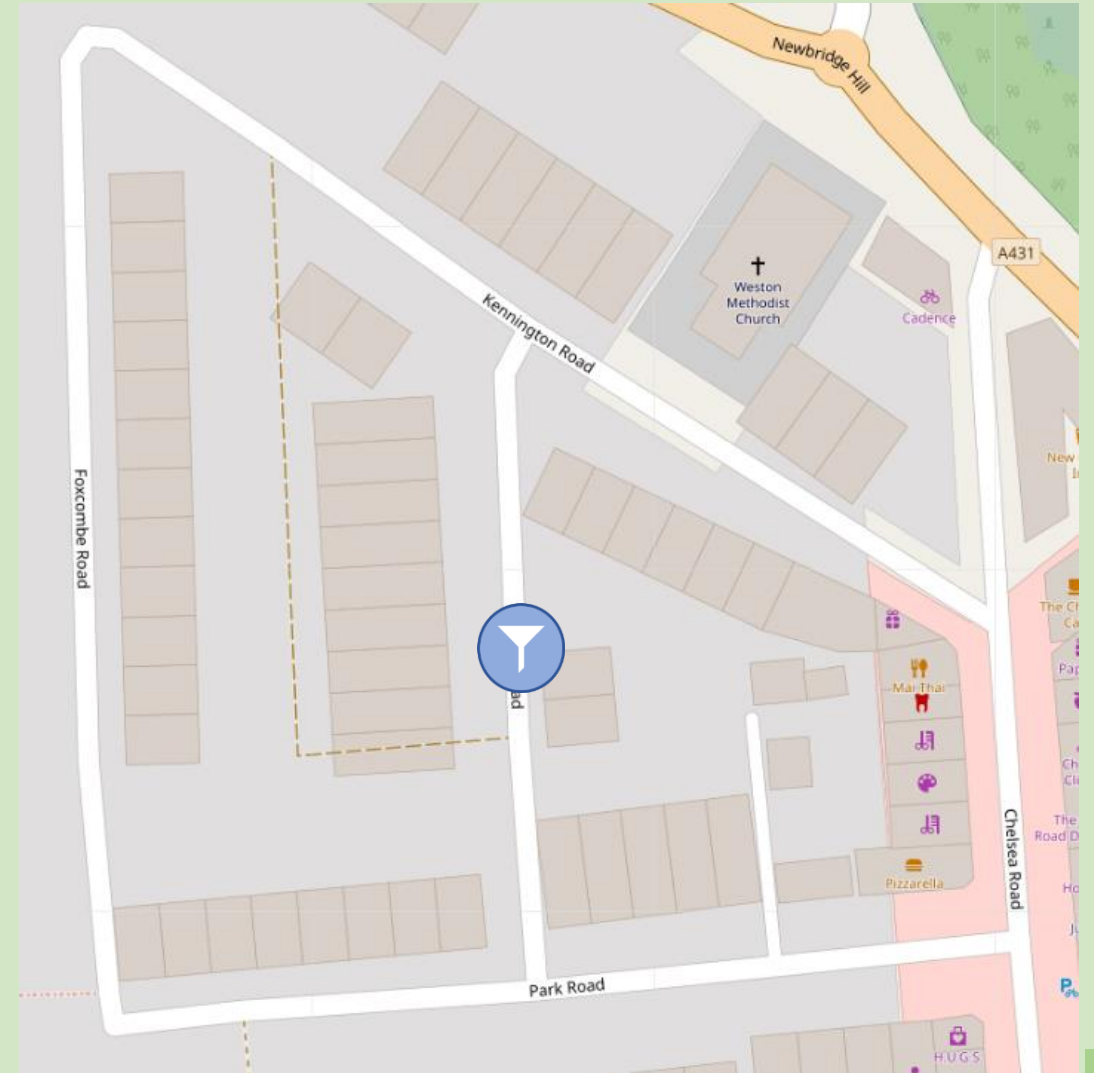


### Modal Filter Along Warwick Road

A modal filter (e.g. droppable bollard or planter) in the centre of Warwick Road would reduce traffic levels. Modal filters allow pedestrians and cyclists to pass, and vehicle access to homes from either end of the road is maintained, but they stop motorists from using the road as a through route. This would allow residents and children to reclaim the space in that would have previously been occupied by vehicles.



Warwick Road © Google Maps 2022



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

Residents' suggestions for other themes to improve the area

### Electric Vehicle Charging



Electric vehicle charging provision on all of the roads contained within the area.



Foxcombe road © Google Maps 2022

### Car Club Spaces



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



Car Club space



# Zone 3 Locksbrook Cemetery

Residents' suggestions to improve the public spaces in the area

## Improvements to Greenery



Nurturing of current greenery and planting of wildflowers to encourage pollinators into the area.

Installation of bug houses and other features can help to support biodiversity.

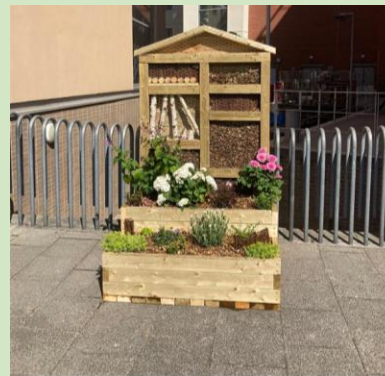
## Wayfinding



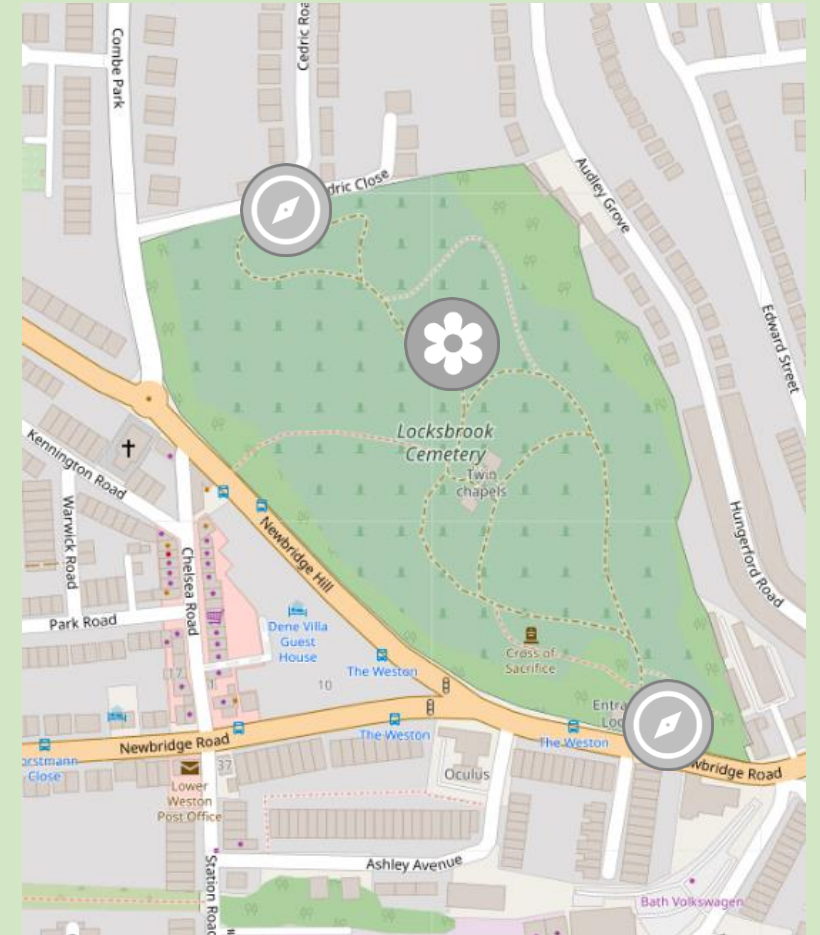
Introduction of signs at entrances of the cemetery to indicate the area as a route for people to walk/wheel as an alternative to using the footway along Newbridge Hill.



Wild flowers © Turf online



Bug house planter, Bristol





# Zone 3 Locksbrook Cemetery

Residents' suggestions to create fairer access for all by reallocating road space for those walking and wheeling



## Pedestrian Access to the North

Allow for a pedestrian access into the cemetery from the north and improve accessibility.

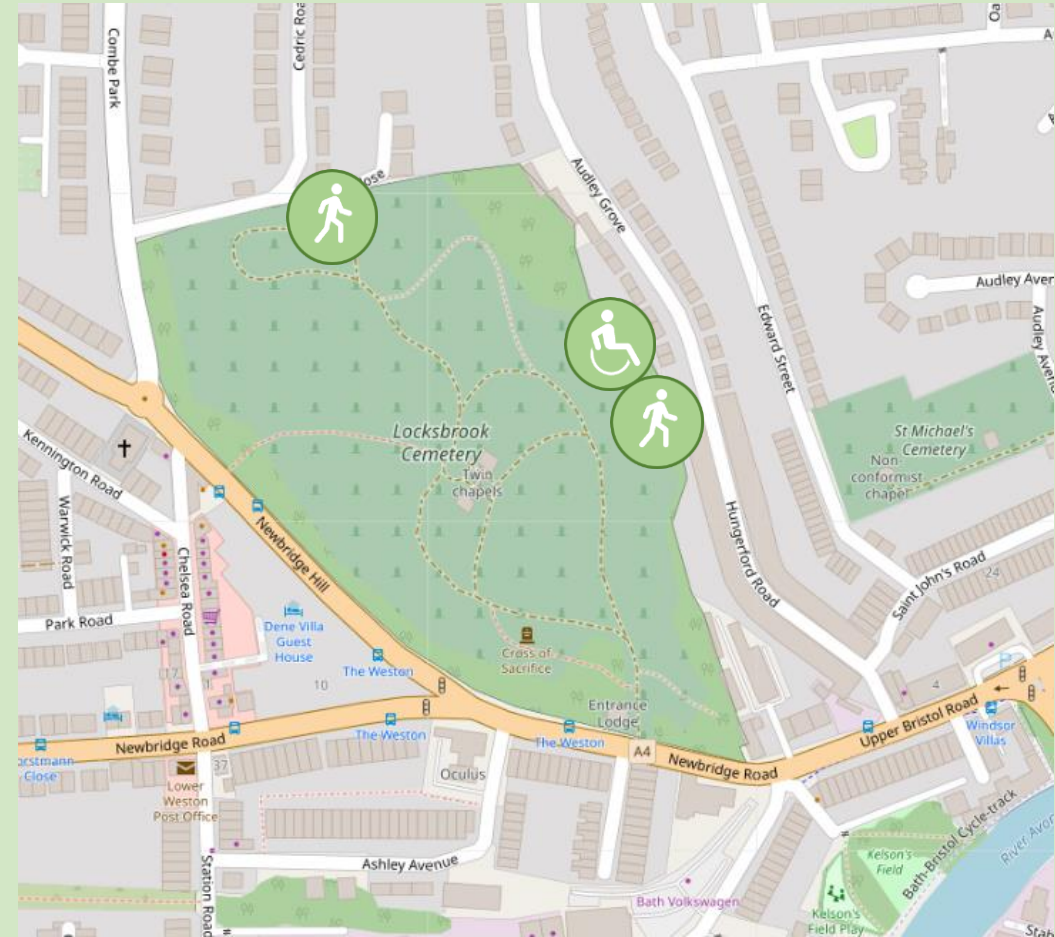


## Pedestrian Access to the West

Provision of steps and ramp to allow access of wheelchair users on the western edge of the cemetery.



This will allow access from Hungerford Road for the less-mobile and provides an alternative route away from the main road.



# Zone 4 Newbridge Hill and Newbridge Road

Residents' suggestions to improve cycling opportunities in the area

## Newbridge Road Cycle Crossing

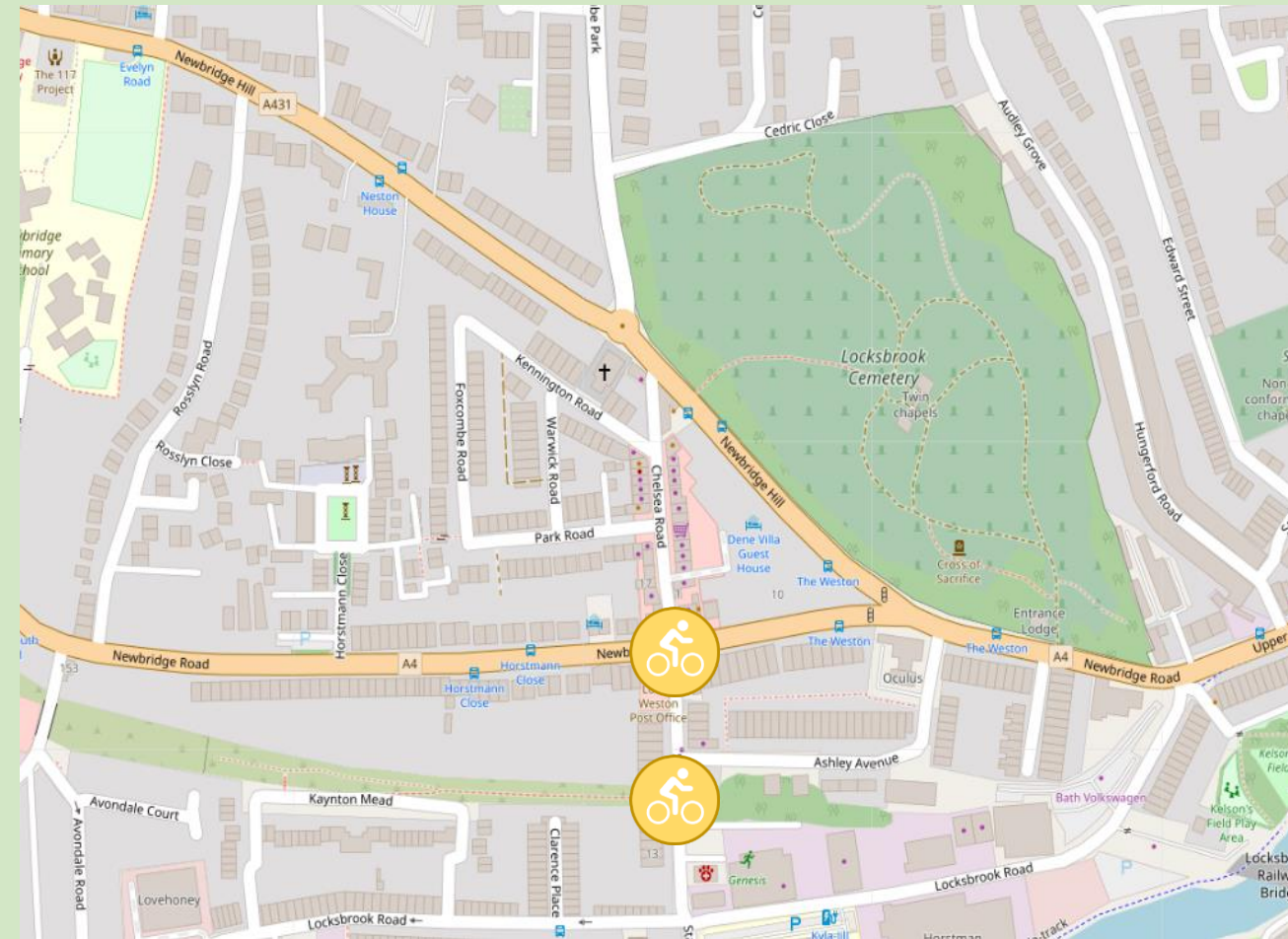


Improve cycling provision when crossing Newbridge Road. Improve connectivity from Bristol to Bath cycle path which runs south of the Chelsea Road area. This will help to improve cycle connectivity to the north.

## Station Road



Cycle provision to improve safety along Station Road.



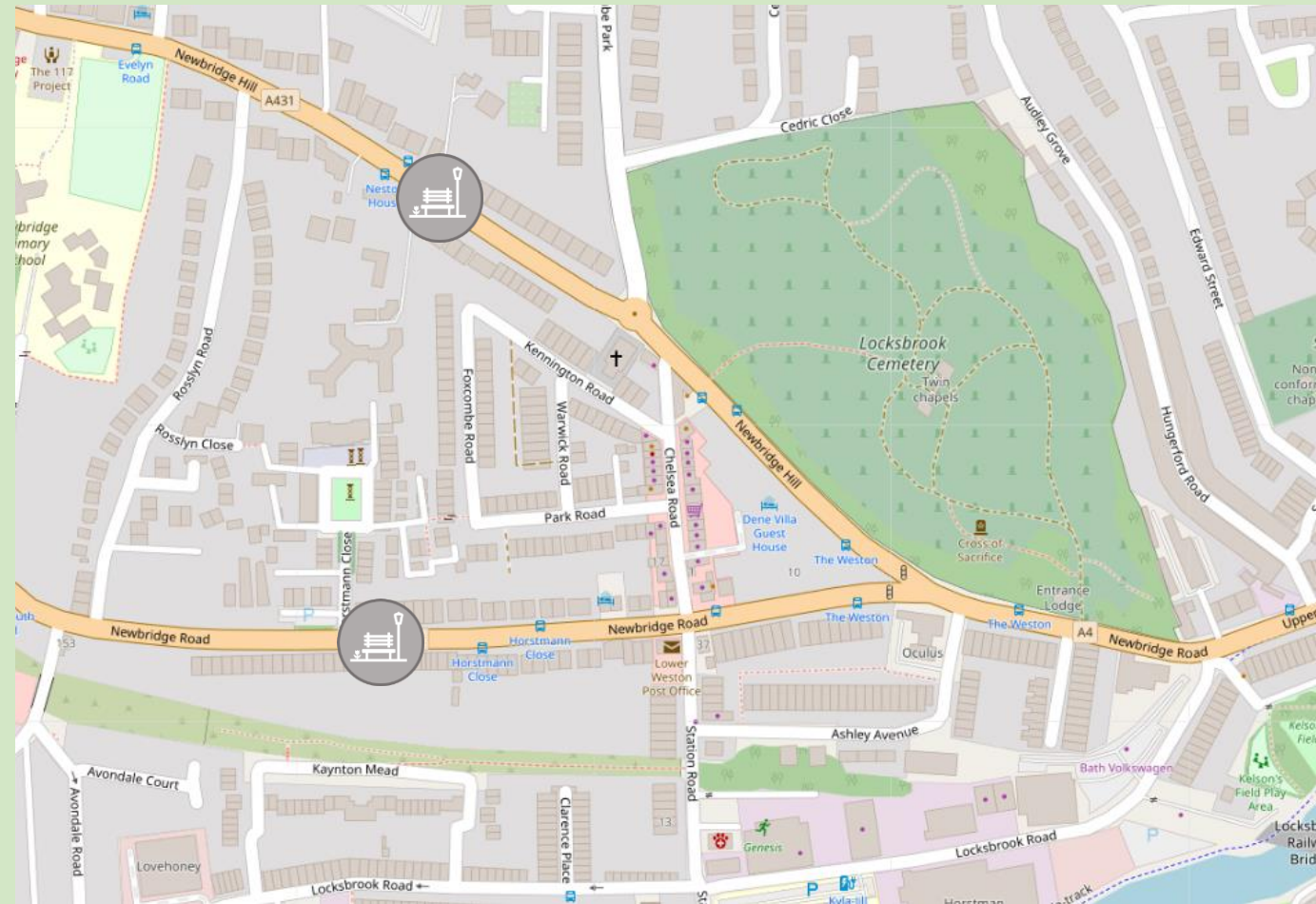
# Zone 4 Newbridge Hill and Newbridge Road

Residents' suggestions to improve the public spaces in the area



## Benches

Provision of benches along Newbridge Hill and Newbridge Road will provide rest points for patrons coming from slightly further way who are wanting to access the Chelsea Road shops and services.



# Zone 4 Newbridge Hill and Newbridge Road

Residents' suggestions to create fairer access for all by reallocating road space for those walking and wheeling

## New Pedestrian Crossing Along Newbridge Hill

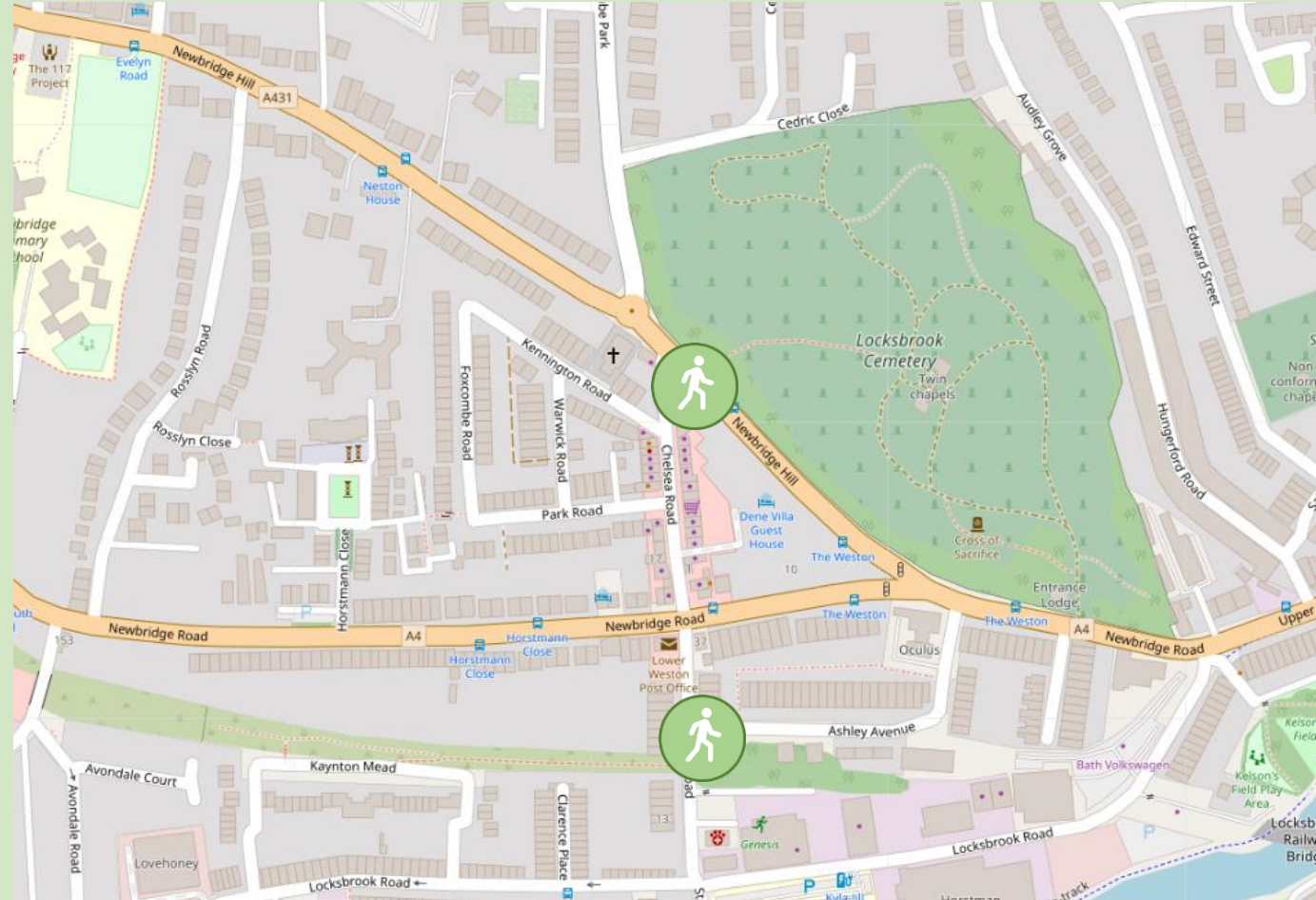


Pedestrian priority crossing will provide a safe location for people to cross and access the Locksbrook cemetery and areas to the north.

## Pedestrian Safety Along Station Road



Improved pedestrian safety along Station Road.



# Zone 4 Newbridge Hill and Newbridge Road

Residents' suggestions to tackle vehicle related issues through various traffic interventions

## Newbridge Road/Newbridge Hill Junction Redesign



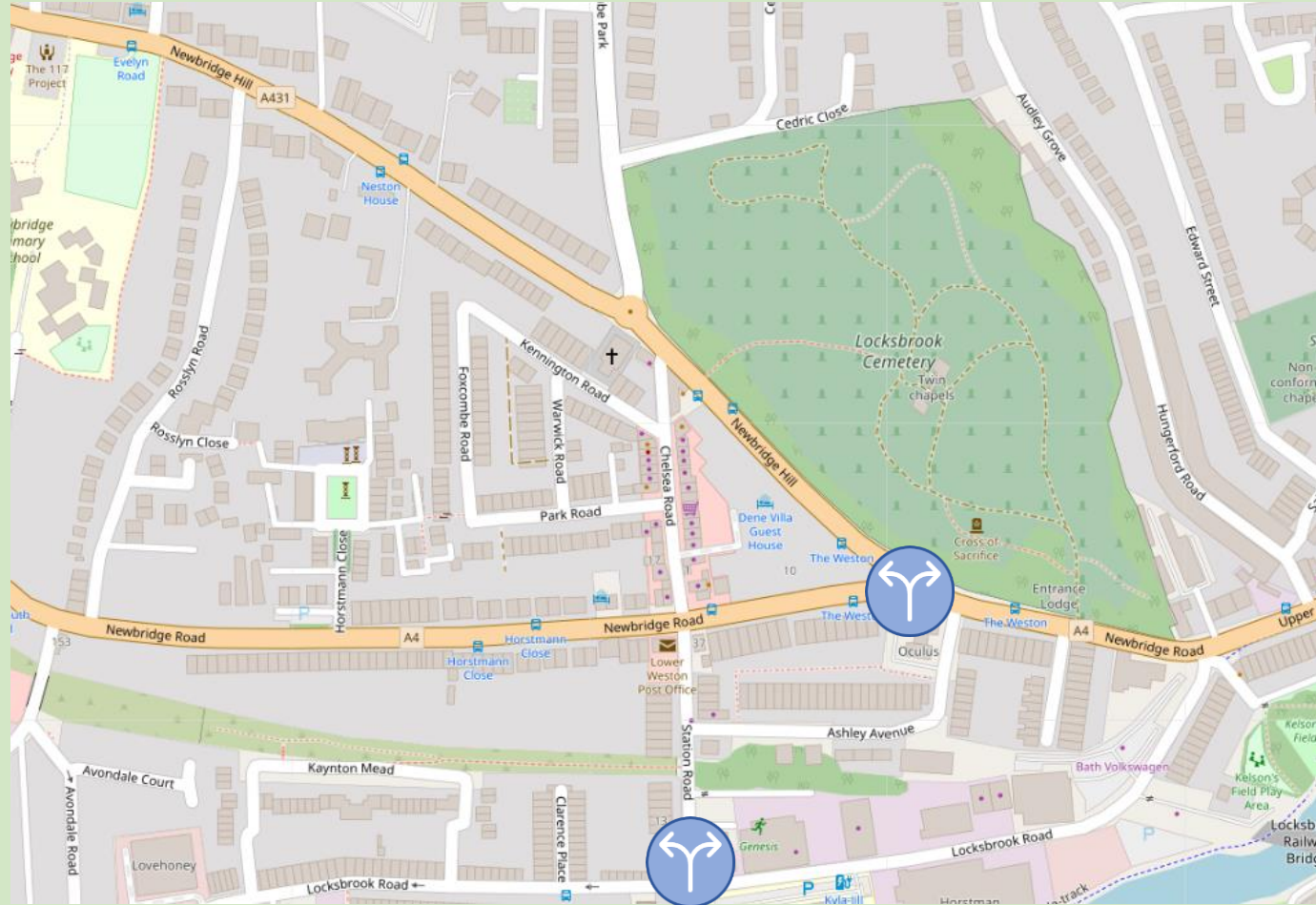
Proposal to improve the timings and current arrangement of traffic signals located at junction.

Further investigation and modelling will be required to determine the best solution for improvements.

## Locksbrook Road



Look into solutions to improve safety at Locksbrook Road junction for vehicles, cyclists and pedestrians.



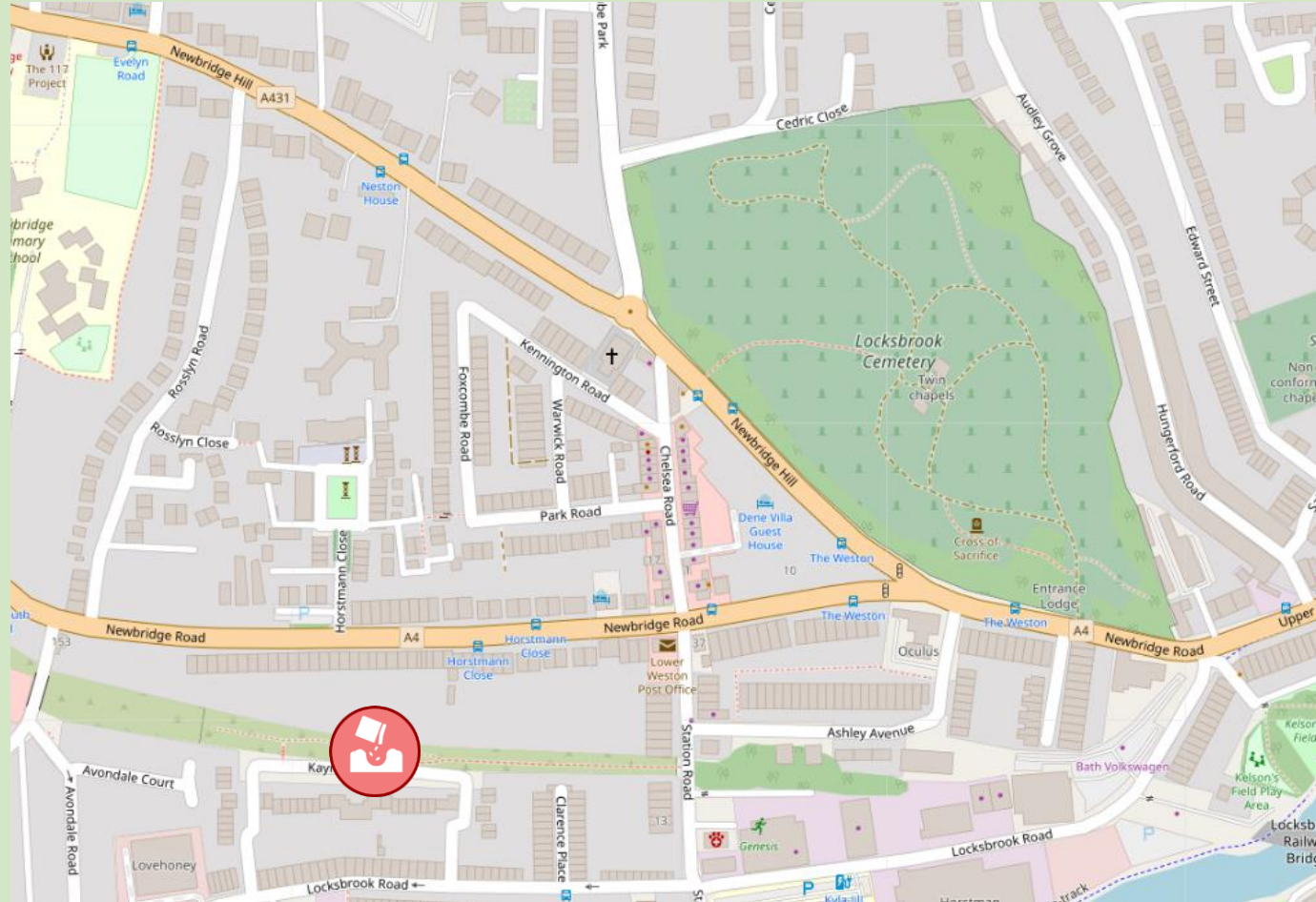
# Zone 4 Newbridge Hill and Newbridge Road

Residents' suggestions for maintenance to improve the area

## Maintenance to Green Space



Maintenance to green space including trimming of foliage and footpaths along the old railway path route.



# Zone 4 Newbridge Hill and Newbridge Road

Residents' suggestions for additional themes which were mentioned during the workshop

## Bus Stop Improvements



Improvements to bus stops along Newbridge Road. Currently there is minimal furniture and information available. Improvements could include shelters and live passenger information.



# Other Behaviour Change Interventions



Residents can also consider ways of improving the area without relying on physical changes to the streets, such as walking or cycling short journeys, consolidating deliveries, and using their car less by combining trips.

Advice on embracing active travel and realising the benefits of reduced car-use is available [here](#).

Community-led initiatives can also help improve the safety and atmosphere of any neighbourhood.

These can include walking buses, community tidy-ups, [community speed watch](#), [weight restriction enforcement](#), and organising '[playing out](#)' days, which focus on streets for people.

You can find out more from an advisor at your exhibition.





## Conclusion and Next Steps

The ideas presented here were proposed by residents at co-development workshops. The next step is to shortlist a package of measures to be included in a draft design, based on the following criteria:

- Whether the measure/intervention falls within the area originally proposed in the application for a Liveable Neighbourhood in the Chelsea Road area, or positively impacts that area (ideas relating to areas outside of this area will be saved for future consideration).
- How effective the measure would be in tackling the issues expressed by the Chelsea Road area residents.
- Cost and practicalities.

Residents attending our workshops can give their feedback on the ideas presented here, and what measures they'd like to see in a preliminary draft design, before drawing up final designs. These final designs will be subject to further consultation, and in some cases trialled on the streets.

We will invite the wider public to share their views and comment on the draft design later in the autumn (2022).

The aim is to deliver a range of measures over a 'now, soon and later' timeframe from 2023.

If you would like to register your interest and be kept up to date on future events, please email [liveableneighbourhoods@bathnes.gov.uk](mailto:liveableneighbourhoods@bathnes.gov.uk) or speak to a member of staff.

### Quality Information

| Prepared by | Checked by | Verified by | Approved by |
|-------------|------------|-------------|-------------|
| AS          | MM         | HH          | CB          |

### Revision History

| Revision | Revision date | Details | Authorised | Name | Position           |
|----------|---------------|---------|------------|------|--------------------|
| P01      | 17/08/2022    | -       | HH         | HH   | Associate Director |
| P02      | 19/08/2022    |         | HH         | HH   | Associate Director |
| P03      | 24/08/2022    | -       | HH         | HH   | Associate Director |

### Distribution List

| # Hard Copies | PDF Required | Association / Company Name |
|---------------|--------------|----------------------------|
| -             | -            | -                          |
|               |              |                            |
|               |              |                            |

Prepared for:  
Bath and North East Somerset

Prepared by:

AECOM Limited  
3rd Floor, Portwall Place  
Portwall Lane  
Bristol BS1 6NA  
United Kingdom

T: +44 117 901 7000  
aecom.com

**AECOM** Delivering a  
better world