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

Church Street & Prior Park Road area Outcome Report

Bath and North East Somerset Council

Project number: 60668625

26 September 2022

## Quality information

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## Revision History

Revision	Revision date	Details	Authorized	Name	Position
1	16/09/2022	n/a	n/a	n/a	n/a
2	23/09/2022	n/a	n/a	n/a	n/a
3	29/09/2022	n/a	n/a	n/a	n/a
4	31/10/2022	n/a	n/a	n/a	n/a

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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 Church Street and Prior Park 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 Church Street and Prior Park 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 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 92 responses related to Church Street and Prior Park Road. 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 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. They used large maps of the area, post-its and icons to identify where specific measures (such as wider pavements, cycle infrastructure, outdoor seating, and traffic restrictions) could be introduced to address these issues.
- 2.10 Their ideas were captured in a co-design workshop report. A copy of the co-design workshop report for the Church Street and Prior Park 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 held a workshop at Widcombe Infants School and Widcombe Junior School on Wednesday 20 July. During the workshop they asked the students to show what they liked and disliked about their area, as well as ideas for improvements using post-it notes on large maps of the area.
- 2.13 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 Church Street and Prior Park Road area at a workshop exhibition. This was held on Tuesday 16 August at Widcombe Baptist Church, between 4pm and 8pm.
- 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, 37 members of the public attended the exhibition.

### Zones

- 3.10 Due to the size of the area, it was 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:** Prior Park Road/Widcombe Hill Junction

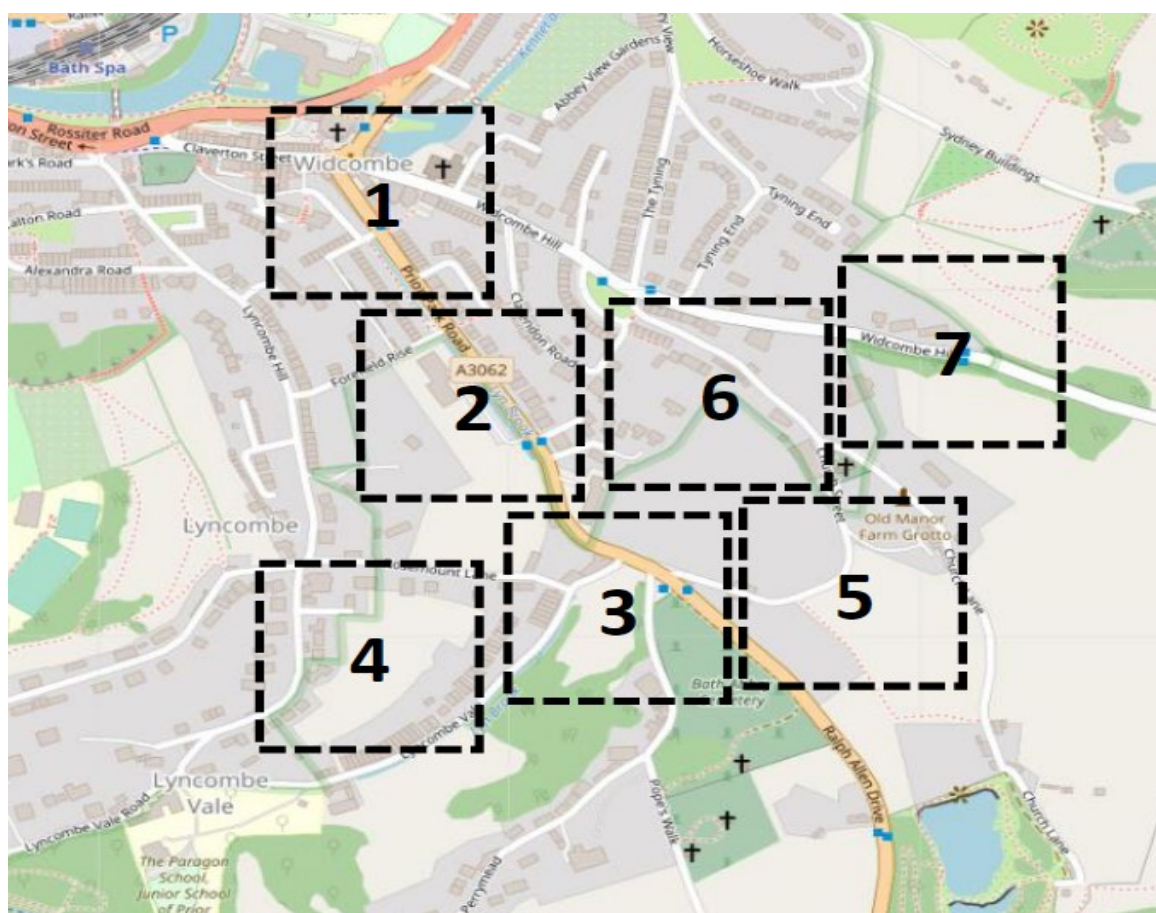


- **Zone 2:** Prior Park Road
- **Zone 3:** Prior Park Road/ Ralph Allen Drive Interface
- **Zone 4:** Lyncombe Vale
- **Zone 5:** South End of Church Street
- **Zone 6:** North End of Church Street
- **Zone 7:** Widcombe Hill

## 4. Feedback responses

- 4.1 A total of 19 responses were received for the Church Street and Prior Park Road area co-design exhibition. Of the responses received, 19 were submitted via the online feedback forms and 10 were via paper feedback forms.
- 4.2 Zones 2, 3, 5 and 6 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 three multiple choice questions, one for each zone, 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 1, 4 and 7 were excluded from the feedback form process as they were not included within the original application area to become a 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.
- 4.5 A copy of the feedback form for Church Street and Prior Park Road area can be found in Appendix C.

**Figure 1 Map showing Zones 1 to 7 of the Church Street and Prior Park Road area (of which 2, 3, 5, and 6 were included in the original application area)**

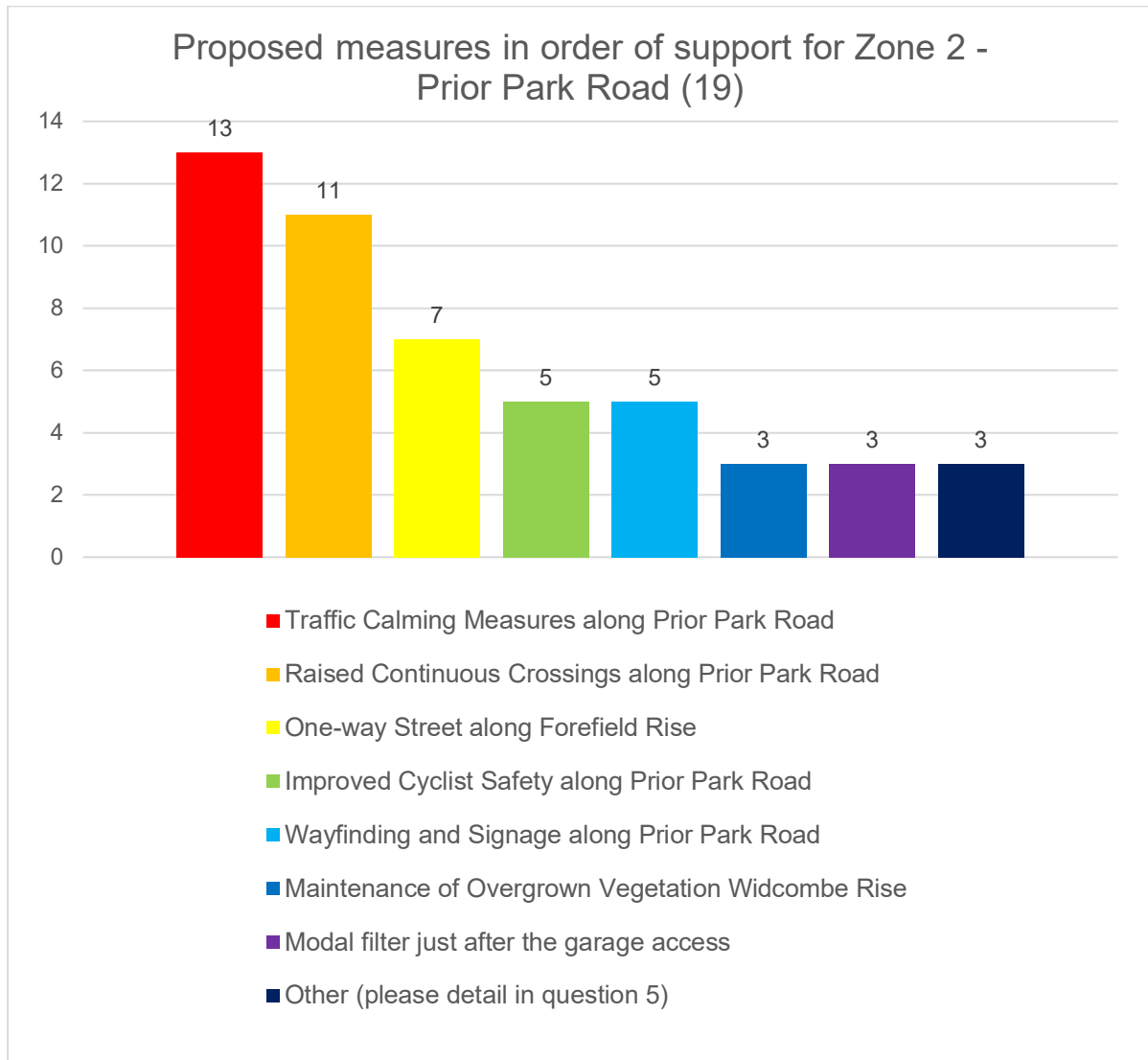


# 5. Results

## Zone 2 – Prior Park Road

5.1 The first question related to Zone 2 – Prior Park Road. It asked respondents to choose up to three of the 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 2 - Prior Park Road



5.2 Of the 19 responses received, respondents stated that the following measures would most benefit the community:

- 13 selected traffic calming measures along Prior Park Road
- 11 selected raised continuous crossings along Prior Park Road
- Seven selected a one-way street along Forefield Rise
- Five selected improved cyclist safety along Prior Park Road

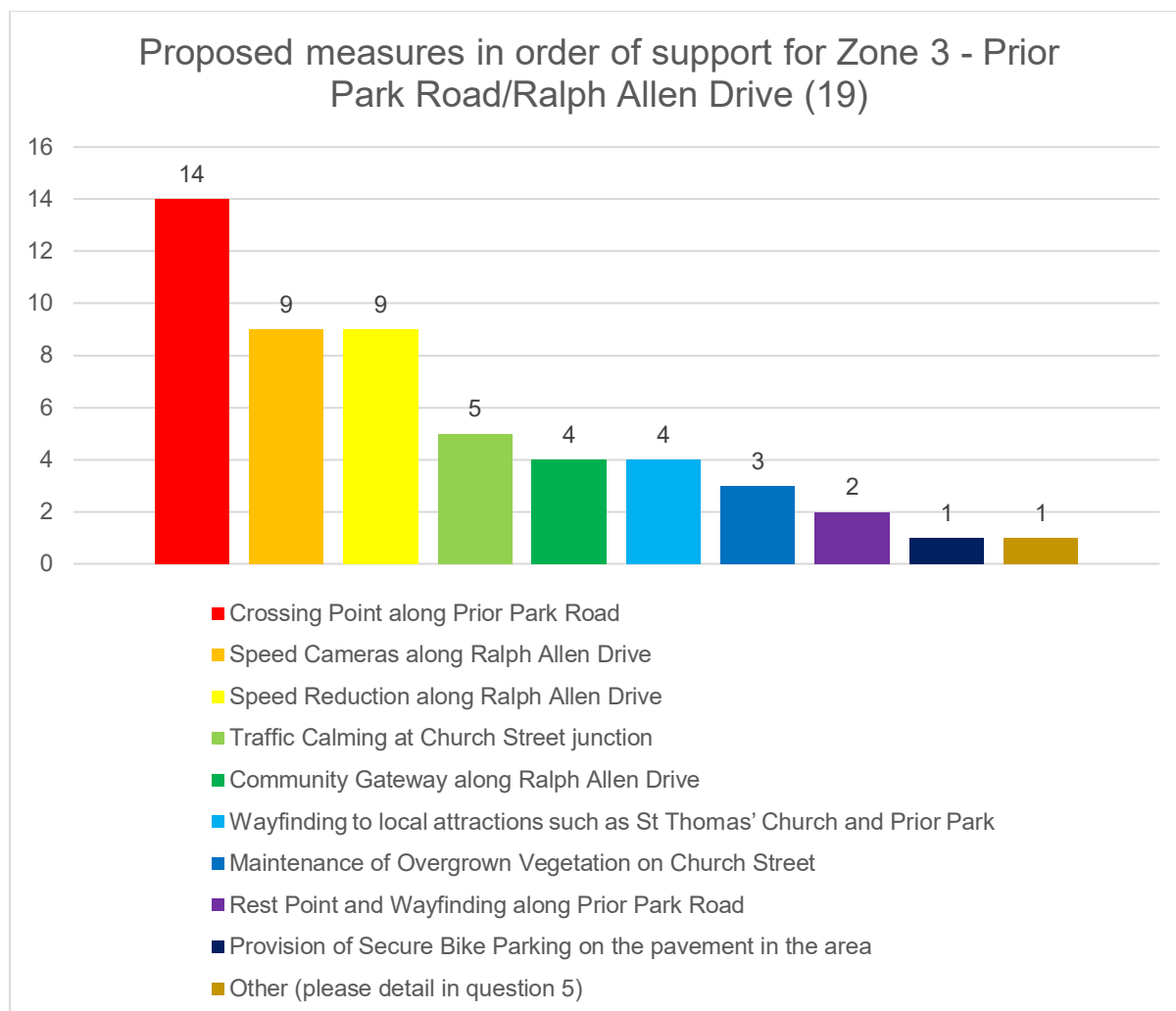
- Five selected improved wayfinding (a system of elements making it easier to navigate and giving directions to areas of interest) and signage along Prior Park Road
- Three chose maintenance of overgrown vegetation on Widcombe Rise
- Three selected a modal filter (a vehicle restriction such as a droppable bollard, gate, or planter which stops through traffic but allows pedestrians, wheelchair users, and cyclists to pass through) along Prior Park Road
- No one selected no measures needed
- Three selected 'other' (please see 5.13 – 5.15)

5.3 Overall, traffic calming measures along Prior Park Road, raised continuous crossings along Prior Park Road and a one-way street along Forefield Rise were the most favoured measures for Zone 2 – Prior Park Road.

## Zone 3 – Prior Park Road/Ralph Allen Drive

5.4 The second question related to Zone 3 – Prior Park Road/Ralph Allen Drive. It asked participants to choose up to three of the 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 3 - Prior Park Road/Ralph Allen Drive



5.5 Of the 19 responses received, respondents stated that the following measures would most benefit the community:

- 14 selected a crossing point on Prior Park Road
- Nine selected speed cameras along Ralph Allen Drive
- Nine selected speed reduction measures along Ralph Allen Drive
- Five selected traffic calming measures at the Church Street junction.
- Four selected a community gateway along Ralph Allen Drive
- Four selected wayfinding measures for local attractions such as St Thomas' Church and Prior Park
- Three selected maintenance of overgrown vegetation on Church Street

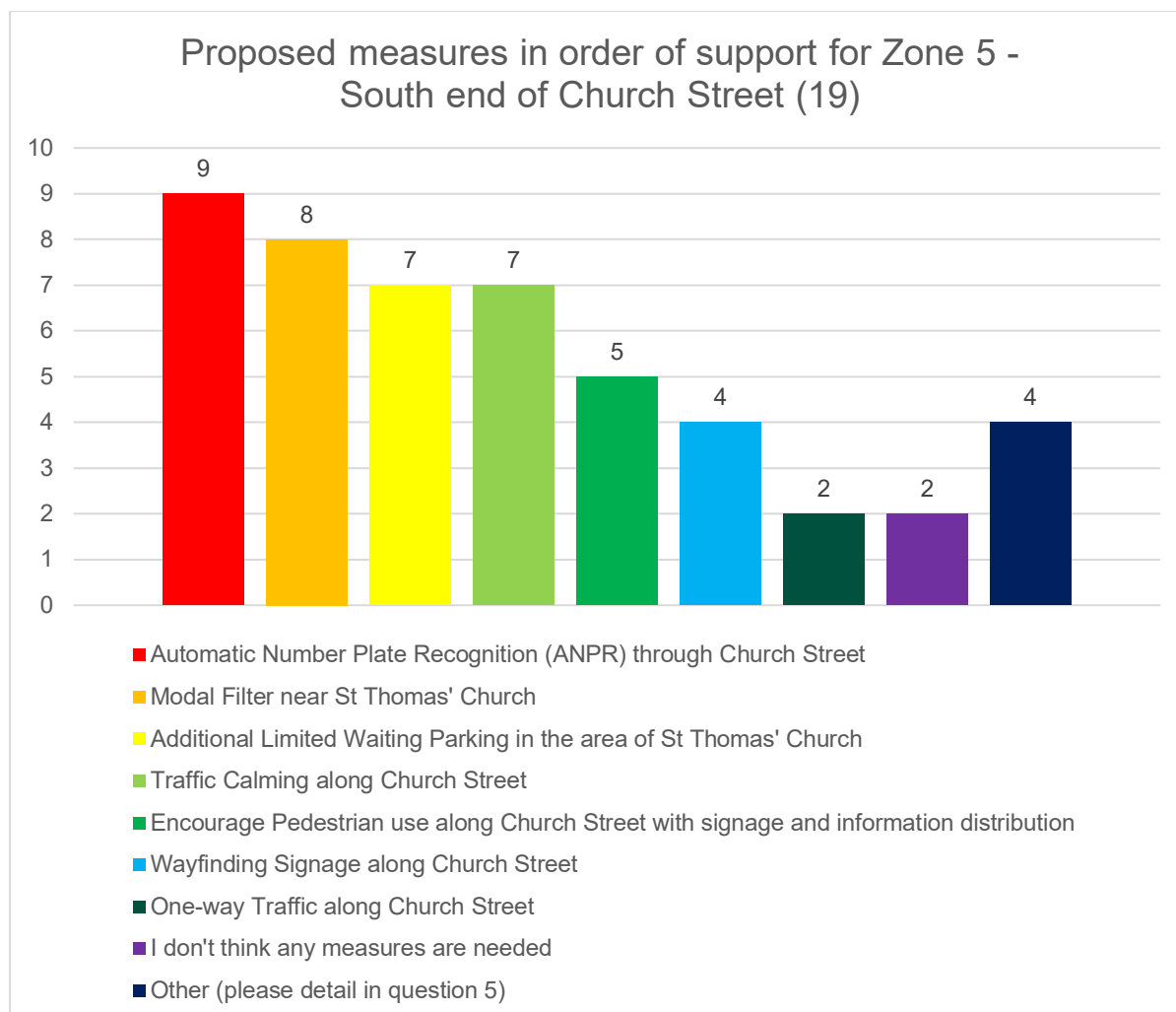
- Two selected a rest point and wayfinding along Prior Park Road
- One selected the provision of secure bike parking in the area
- No one selected no measures needed
- One selected 'other' (see 5.13 – 5.15 below)

5.6 Overall, a crossing point on Prior Park Road, speed cameras along Ralph Allen Drive, and speed reduction measures along Ralph Allen Drive were the most favoured measures for Zone 3.

## Zone 5 – South end of Church Street

5.7 The third question related to Zone 5 – South end of Church Street. It asked participants to choose up to three of the measures that they feel 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 4 below.

Figure 4 Graph showing the measures selected for Zone 5 - South end of Church Street



5.8 Of the 19 responses received, respondents stated that the following measures would most benefit the community:

- Nine selected Automatic Number Plate Recognition (ANPR) through Church Street
- Eight selected a modal filter near St Thomas' Church
- Seven selected additional limited waiting parking in the area of St Thomas' Church
- Seven selected traffic calming measures along Church Street
- Five selected signage and information distribution to encourage pedestrian use along Church Street

- Four selected wayfinding and signage along Church Street
- Two selected a one-way traffic system along Church Street
- Two selected no measures needed
- Four selected the 'other' (see 5.13 – 5.15 below)

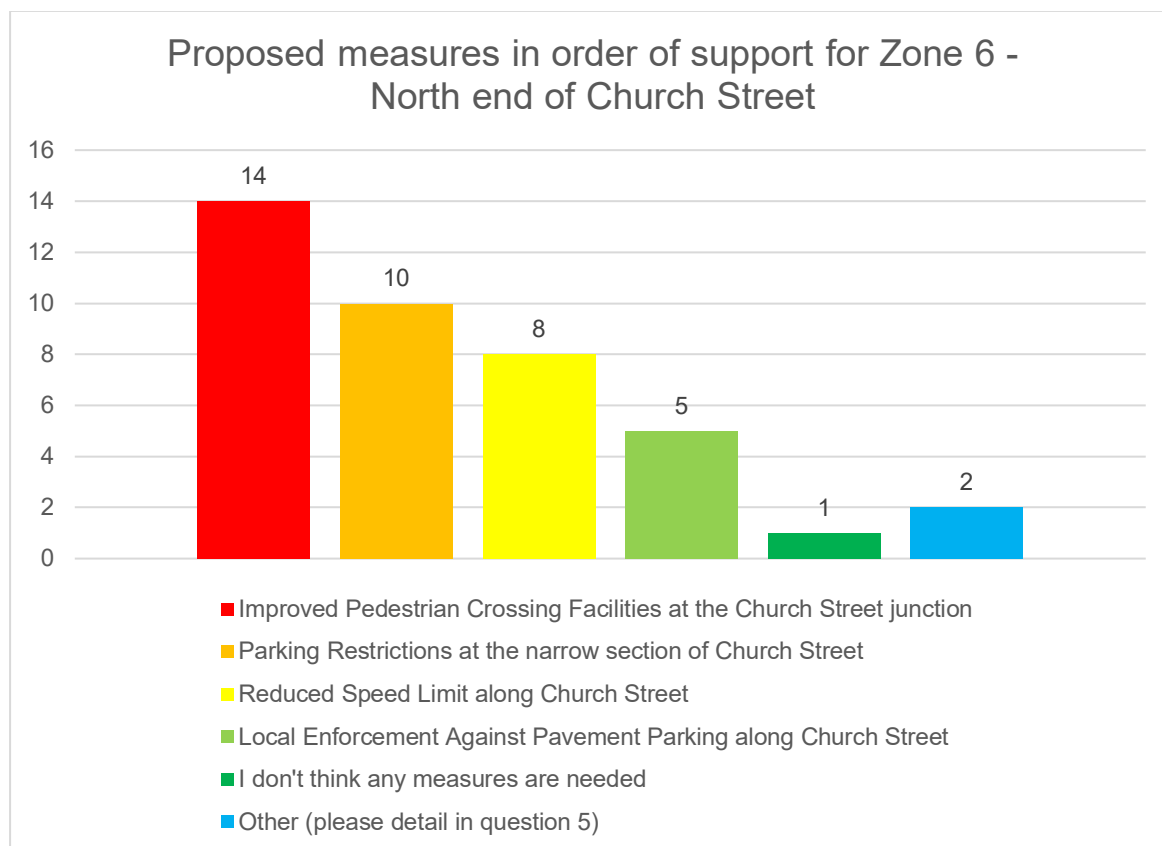
5.9 Overall ANPR through Church Street, a modal filter near St Thomas' Church, additional limited waiting parking in the area of St Thomas' Church, and traffic calming measures along Church Street were the most favoured measures for Zone 5.



## Zone 6 – North end of Church Street

5.10 The fourth question related to Zone 6 – North end of Church Street. It asked participants to choose up to two of the measures that they feel 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 5 below.

Figure 5 Graph showing the measures selected for Zone 6 - North end of Church Street



5.11 Of the 19 responses received, respondents stated that the following measures would most benefit the community:

- 14 selected improved pedestrian crossing at the Church Street junction
- Ten selected parking restrictions along narrow sections of Church Street
- Eight selected a reduction in speed limit along Church Street
- Five selected local enforcement against pavement parking along Church Street
- One person selected no measures needed
- Two selected the 'other' (see 5.13 – 5.15 below)

5.12 Overall, improved pedestrian crossings at the Church Street junction, parking restriction along narrow sections of Church Street, and a reduction in the speed limit along Church Street were the most popular measures.

## Any other comments

5.13 The fifth 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.

5.14 Comments received related specifically to Zones 2, 5, and 6, as well as Church Street, Prior Park Road, Claverton Road, Forefield Rise, Widcombe Hill, Ralph Allen Drive, and Rossiter Hill. Some comments were received in relation to the area as a whole or the scheme in general.

5.15 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 5. Frequency of themes is shown in brackets after the problem/solution identified.

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

<b>Area</b>	<b>Identified Problems</b>	<b>Solutions/Measures</b>
<i>Zone 2</i>	<ul style="list-style-type: none"> <li>• Idling Vehicles (1)</li> <li>• School traffic during pick-up and drop-off (1)</li> <li>• Lack of signage and road markings to indicate parking (1)</li> </ul>	<ul style="list-style-type: none"> <li>• School bus scheme (1)</li> <li>• Improved pedestrian crossings (1)</li> </ul>
<i>Zone 5</i>	<ul style="list-style-type: none"> <li>• Concerns for visitor access to restricted roads (1)</li> </ul>	<ul style="list-style-type: none"> <li>• ANPR for resident cars (1)</li> <li>• “Sleeping policeman” Traffic calming (1)</li> </ul>
<i>Zones 2, 5, &amp; 6</i>	<ul style="list-style-type: none"> <li>• Pavement parking without proper enforcement (1)</li> </ul>	
<i>Area (as a whole)</i>	<ul style="list-style-type: none"> <li>• Concerns that street ‘clutter’ won’t calm traffic (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Improved pedestrian crossings (3)</li> <li>• “Sleeping policeman”, Traffic calming (1)</li> </ul>
<i>Church Street</i>	<ul style="list-style-type: none"> <li>• Some roads are dangerous for pedestrian use (1)</li> <li>• Rat-running during school drop-off/pick-up times (1)</li> <li>• Damage to parked cars at narrowest points of Church Street (1)</li> <li>• Large vehicle access blocked by narrow road (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Through traffic restrictions (1)</li> <li>• Parking restrictions at pinch points (1)</li> <li>• Additional resident parking spaces on Church Lane (1)</li> <li>• ANPR that recognises residents, visitors, and deliveries (1)</li> </ul>
<i>Claverton Road</i>		<ul style="list-style-type: none"> <li>• Signalised junction (1)</li> </ul>

<b>Area</b>	<b>Identified Problems</b>	<b>Solutions/Measures</b>
<i>Forefield Rise</i>	<ul style="list-style-type: none"> <li>• Concerns that a crossing at bottom of Forefield Rise would block access to houses and driveways (1)</li> </ul>	<ul style="list-style-type: none"> <li>• One-way system (1)</li> </ul>
<i>Prior Park Road</i>	<ul style="list-style-type: none"> <li>• Speeding traffic along Prior Park Road (1)</li> <li>• Concerns for impacts on road suspended over a culvert (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Introduction of a lollipop person to help pedestrians cross during school pick-up/drop-off times (1)</li> </ul>
<i>Widcombe Hill &amp; Prior Park Road</i>	<ul style="list-style-type: none"> <li>• Unsafe pedestrian crossings (1)</li> <li>• Congestion on roads (1)</li> </ul>	
<i>Ralph Allen Drive</i>	<ul style="list-style-type: none"> <li>• Traffic pollution (1)</li> <li>• Pavement Parking (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Improved pedestrian crossings (1)</li> </ul>
<i>Rossiter Hill</i>		<ul style="list-style-type: none"> <li>• Improved traffic light timings (1)</li> </ul>
<i>General Comments about the Scheme</i>	<ul style="list-style-type: none"> <li>• Criticism of the consultation proves and previous engagement (1)</li> <li>• Impact on surrounding roads not evidenced (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 Mount Road area:

### Zone 2 – Prior Park Road

1. Traffic calming measures along Prior Park Road
2. Raised continuous crossings along Prior Park Road
3. One-way street along Forefield Rise

### Zone 3 – Prior Park Road/Ralph Allen Drive

1. Crossing point along Prior Park Road
2. Speed cameras along Ralph Allen Drive
3. Speed reduction along Ralph Allen Drive

### Zone 5 – South end of Church Street

1. Automatic Number Plate Recognition (ANPR) through Church Street
2. Modal filter near St Thomas' Church
3. Additional limited waiting parking near St Thomas' Church

### Zone 6 – North end of Church Street

1. Improved pedestrian crossing facilities at Church Street junction
2. Parking restrictions at the narrow section of Church Street
3. Reduced speed limit along Church Street

- 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 taken into account. 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 16 August 2022

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

**Sent:** 16 August 2022 13:32

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

**Subject:** Liveable Neighbourhoods – Church Street & Prior Park Road Co-design Exhibition

Hello,

As a reminder, the co-design exhibition for Church Street & Prior Park Road is taking place **today** (Tuesday 16<sup>th</sup> August) **between 4pm and 8pm at Widcombe Baptist Church** (Pulteney Road, Bath, BA2 4JR).

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 project 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 the ideas put forward at the workshop and share your feedback online.

We are asking you to prioritise the long list of measures put forward by the community that you think would most benefit the area, focusing on the original application area (indicated in the report and survey). Your feedback will inform the draft design that will be subject to wider public engagement in the autumn.

To complete the feedback form please read the [workshop report](#), and then use the link [here](#). The survey link is not available from our website.

The workshop report is also available from new web pages for your liveable neighbourhood. Go to [www.bathnes.gov.uk/yourLN](http://www.bathnes.gov.uk/yourLN) (and choose your area from the list).

The feedback form will close at **5pm on Tuesday 30<sup>th</sup> August**.

## 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.



### Community 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 Church Street and Prior Park Road area.

## What is good about the area?:

- 66 said strong community spirit
- 64 said close to shops and services
- 14 said public transport links

## What issues are experienced?:

- 76 said through traffic
- 64 said school run traffic
- 58 said speeding traffic
- 26 said space for wheeling, walking or cycling
- 24 said parking
- 24 said idling vehicles

## What measures could improve the area?:

- 78 said a restriction on through traffic or HGVs
- 26 said new pedestrian crossings
- 25 said new or wider footways
- 22 said new or improved cycle lanes
- 15 said places to sit



# Co-design Workshop

The workshop took place in the Widcombe Baptist Church on the 8th of June.

Brief presentation / introduction

Exercises 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.

62 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?

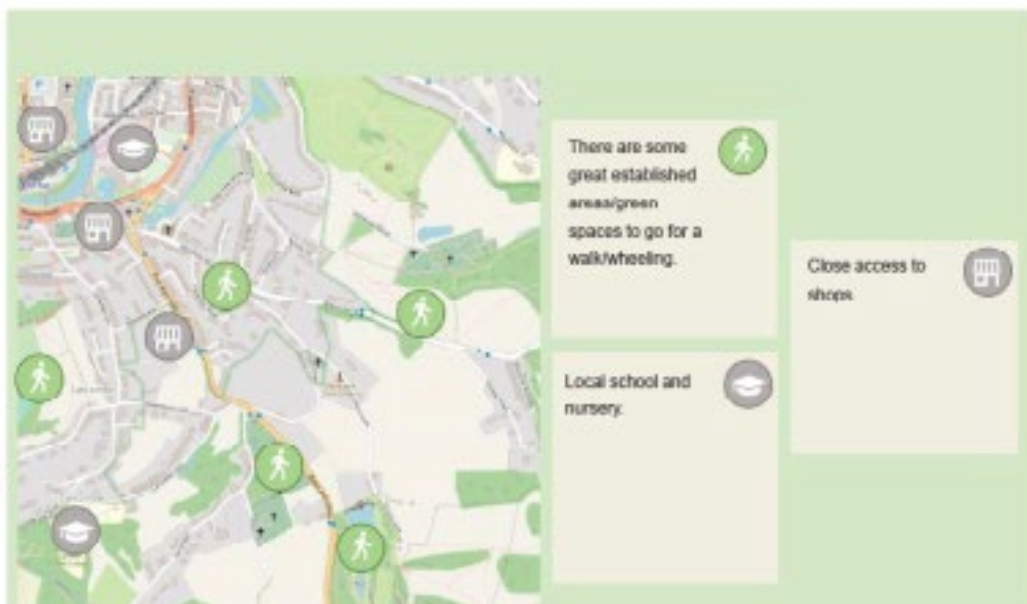
- Claverton Street is popular with residents however the footways along Prior Park Road are narrow and the crossing provision at the double roundabout is poor.
- Through traffic along Church Street is perceived as an issue with parked cars parking on the footways to avoid being damaged.
- There is a lot of support for the local green spaces and the opportunities they present for walking, wheeling, and cycling.
- Steep roads presents a challenge for people to be more active and access the local attractions in the area.
- School traffic in the local area causes congestion during the morning and evening peaks.





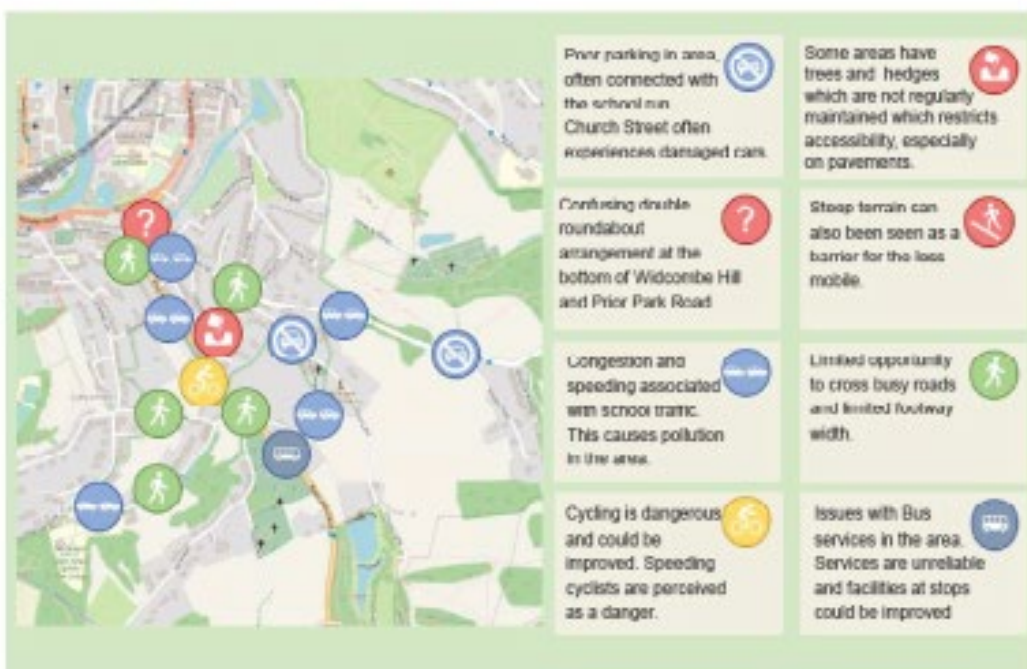
## Exercise 1 What people said they liked about Church Street and Prior Park Road

We asked each table to discuss and identify on a map what they liked about the Church Street and Prior Park Road area.



## Exercise 2 What people said could be nurtured

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












## 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.



# 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
 Pedestrian Priority Crossing 	 Cycle Lane  Cycle Parking  Signalised Junction	 Planters and Greenery  Wayfinding  Community Spaces: <ul style="list-style-type: none"> <li>• Seating</li> <li>• Parklets</li> <li>• Public Art</li> </ul>
<h3 data-bbox="220 1025 523 1070">Traffic Interventions</h3>  Parking Restrictions <div style="border: 1px solid black; padding: 2px;">  Modal Filter         </div>  Signalised Junction  Narrow Junction Widths  One Way Street  Traffic Calming Measures  Additional Parking Space  Speed Restrictions  Camera	<h3 data-bbox="639 1218 975 1308">Additional Themes identified at workshops</h3>  Maintenance: <ul style="list-style-type: none"> <li>• Resurfacing</li> <li>• Cut Vegetation</li> </ul>  Walking Bus  Enforcement  EV Charging Measures  Car Club Spaces  Behaviour Change	<h2 data-bbox="1086 1256 1422 1346">What is a Modal Filter?</h2> <p data-bbox="1066 1375 1442 1711">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 data-bbox="1066 2069 1219 2092">Source: Cycling Embassy</p>

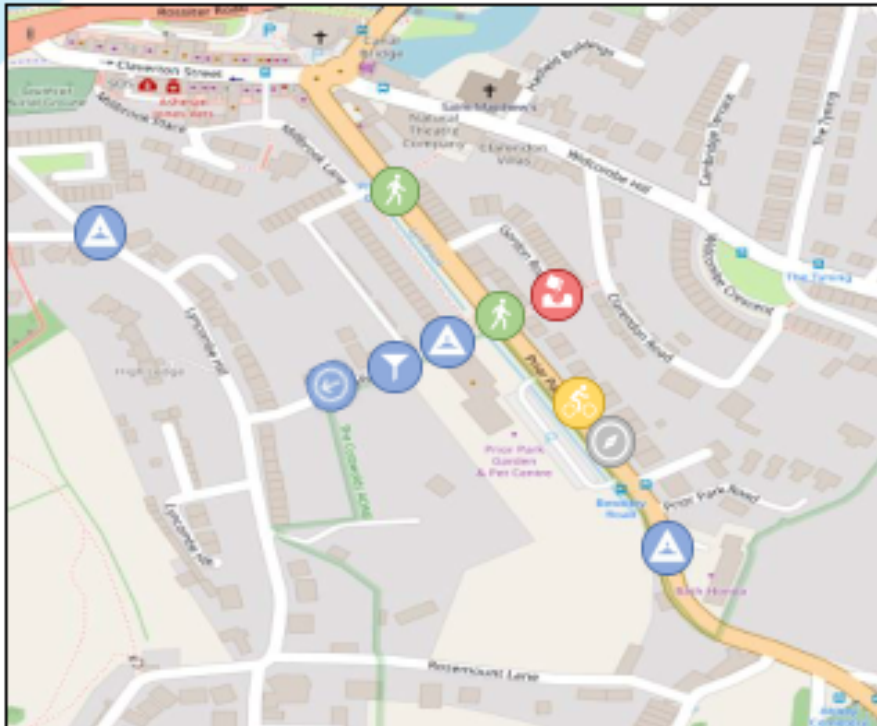
# Church Street Ideas

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



# Zone 2

Here is a summary of the ideas for Zone 2.



	Cycle Lane		Parking Restrictions
	Cycle Parking		Modal Filter
	Signalised Junction		Signalised Junction
	Planters and Greenery		Narrow Junction Widths
	Wayfinding		One Way Street
	Community Spaces		Traffic Calming Measures
	Pedestrian Priority Crossing		EV Charging Measures
			Car Club Spaces
	Maintenance: Resurfacing - Cut Vegetation		Additional Parking Space
	Walking Bus		Camera
	Enforcement		Speed Restrictions
	Gateway Feature		

## Cycle Safety along Prior Park Road



Improve cyclist safety along Prior Park Road. Options to improve awareness of cyclist and provide a segregated facility if possible.

## Wayfinding



Wayfinding and signage will help to highlight the way people can walk/ wheel to access Prior Park Road and other locations within the area.

## Raised Crossing Points

Provision of raised continuous crossings along Prior Park Road will allow improved pedestrian access to residential areas and the Garden Centre.



Raise pedestrian crossings improve the ease of accessibility for those who are less-abled, wheelchair users, and pedestrians with pushchairs.

The raised crossings also act as a traffic calming measure to slow speeding vehicles.

## Traffic Calming



Introduction of traffic calming measures along Prior Park Road will aim to discourage speeding and promote a safer environment for pedestrians.

Traffic calming can be achieved by a range of methods including speed tables with pedestrian crossings, build outs, or chicaning of parking.



## Forefield Rise

Installation of either a modal filter (to restrict through-traffic) just after the garage access, or a one-way street along Forefield Rise to discourage motorised through-traffic from using the road as a cut-through during peak times. Access to garden centre is maintained.



## Access along Widcombe Rise



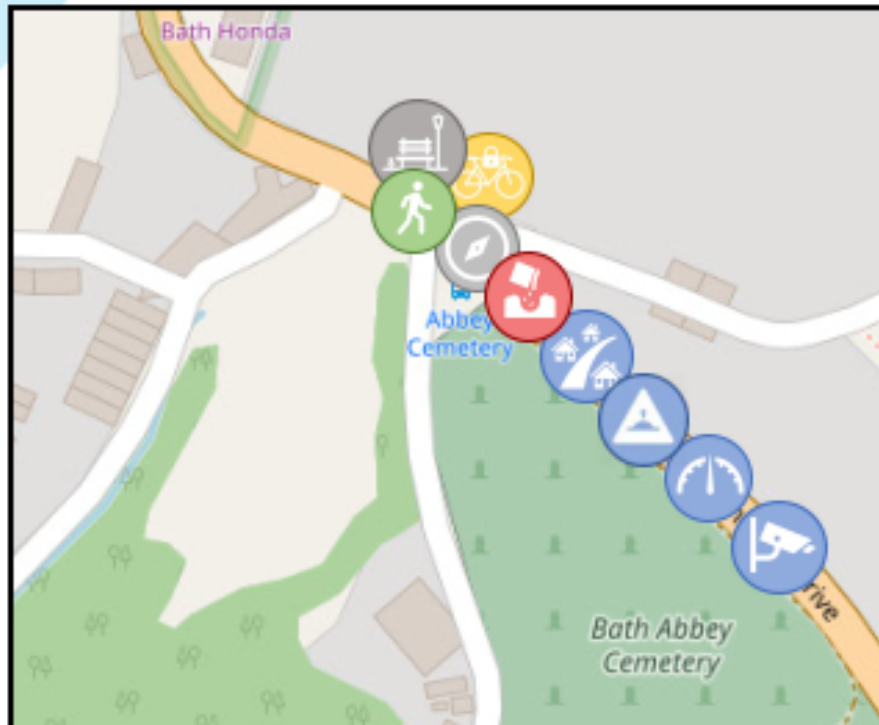
Maintenance of hedges and trees along path to allow space and make it easier for people to move around the area.



Chicane parking arrangement with build outs

# Zone 3

Here is a summary of the ideas for Zone 3.



	Cycle Lane		Parking Restrictions
	Cycle Parking		Modal Filter
	Signalised Junction		Signalised Junction
	Planters and Greenery		Narrow Junction Widths
	Wayfinding		One Way Street
	Community Spaces		Traffic Calming Measures
	Pedestrian Priority Crossing		EV Charging Measures
	Pedestrian Priority Crossing		Car Club Spaces
	Maintenance: - Resurfacing - Cut Vegetation		Additional Parking Space
	Walking Bus		Camera
	Enforcement		Speed Restrictions
	Gateway Feature		



### Secure Bike Parking

Provision of secure bike parking so people from outside of the area can cycle and leave their bikes to visit local attractions in the area.



### Rest Point and Wayfinding

Introduction of parklet features to provide a community space and offer people the opportunity to rest as they are walking up the steep topography of Prior Park Road.



Provision of wayfinding will help people to navigate to local attractions such as St Thomas' Church and Prior Park.



### Prior Park Road/Church Street Junction

Crossing point along Prior Park Road to facilitate north/south movement between Lyncombe Vale, Perrymead and Church Street.

Improve crossing provision to northbound bus stop. Further investigation on the exact location and type of crossing is required



### Community Gateway

Introduction of signage and potential planter-style community gateway which will alert drivers to the change in environment and that they are entering a residential area.



### Traffic Calming

Introduction of traffic calming as vehicles enter the area. This will slow vehicles as they approach the Church Street junction.



### Speed Reduction

Reduction in speed limit along Ralph Allen Drive from 30mph to 20mph.



### Speed Cameras

Speed camera enforcement will discourage speeding and issue fines to drivers in excess of the speed limit.



### Maintenance

Improvements to access only signage on Church Street as current signs area overgrown by nearby tree and could be clearer.

# Zone 5

Here is a summary of the ideas for Zone 5 (the South End of Church Street).



## Encourage Pedestrian use Along Church Street

Encourage people to walk/ wheel along Church Street to access local attractions such as St Thomas' Church and Prior Park. Inclusion of signage and information distributed locally can promote this route.



## Wayfinding

Placement of wayfinding signage can be installed to provide clarity on the route for people who are not local to the area. This will help to promote the route and reduce the through traffic accessing the local attractors.



## Restricting Through Traffic along Church Street

Suggestion to utilise ANPR (Automatic Number Plate Recognition) cameras to enforce access-only through Church Street to stop through traffic.



Provision of one-way traffic along Church Street will discourage through traffic as commuters can only travel in one direction. 5mph speed limit will aim to discourage speeding.



Traffic calming along Church Street will discourage vehicles from exceeding the cited speed limit.



## Modal Filter

Introduction of a modal filter (through-traffic restriction) near St Thomas' Church will prevent vehicles from being able to use Church Street as a through route. This will create a low traffic environment which will provide a safer space for people walking/ wheeling and cycling in the area.

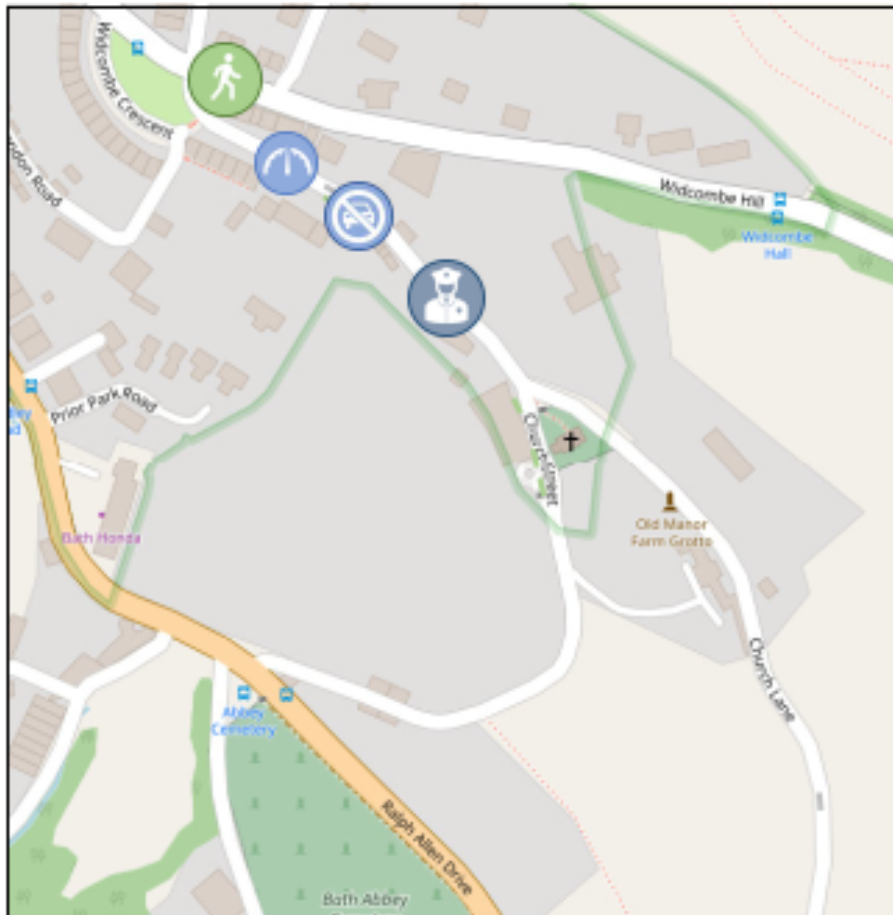


## Parking

Provision of additional limited waiting parking in the area of St Thomas' Church.

# Zone 6

Here is a summary of the ideas for Zone 6 (the north end of Church Street).



### Pedestrian Crossing

Suggestions to improve pedestrian crossing facilities at the Church Street junction with Widcombe Hill. The current arrangement does not allow easy access for people walking or wheeling at this point and was noted that it can be dangerous to cross here.



### Parking

Restriction of parking at narrow section of Church Street where vehicles currently park on the pavement.

The road at this point is very narrow with a high wall on the opposite side to parking bays. It has been reported that drivers will mount the pavement in order to avoid through traffic damaging their vehicles, this has been reported as a prominent problem in the area.



### Pavement Parking

Residents have reported that due to the constrained and narrow nature of Church Street that there are issues of vehicles being hit by passing vehicles. It is presumed that to prevent this drivers mount the kerb to provide additional carriageway space for passing vehicles.

This restricts the ability of pedestrians to walk or wheel on the footway due to the parked vehicles on the footway. Residents reported that they have to then walk in the carriageway as a result. Local enforcement could help combat this behaviour and stop people from parking on the footways.



### Reduction in Speed Limit

A reduction in speed limit will aim to discourage speeding along Church Street. The current cited speed limit is 20 mph but vehicles have been reported to regularly exceed this.

# 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 Church Street and Prior Park Road Feedback Form

## **B&NES Liveable Neighbourhoods Co-design Exhibition Feedback Form: Church Street & Prior Park Road**

Thank you for sharing your feedback. We'd like to get your opinion on which of the measures put forward by residents at the Church St & Prior Park Rd workshop would most benefit the community.

We have split the original application area into several zones. We will ask you to select up to three measures per zone which you feel would most benefit the community. We will use this feedback to draw up draft designs, while considering costs, timelines, and practicalities.

Later in the autumn, we will ask residents and the wider public to share their views on the draft design, remaining open to any new ideas put forward.

There are four questions relating to Zone 2, 3, 5 & 6, as well as an open text box to share any additional comments. You do not need to answer every question.

You can view the ideas put forward for the original application boundary on our exhibition boards or in the co-design workshop report available online at:

<https://bit.ly/ChurchStWOR>

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 2 – Prior Park Road**

Please select up to **three** of the measures that you feel would **most benefit the community** in Zone 2 – Prior Park Road:

- Improved Cyclist Safety** along Prior Park Road
- Wayfinding and Signage** along Prior Park Road
- Raised Continuous Crossings** along Prior Park Road
- Traffic Calming Measures** along Prior Park Road
- Modal filter** just after the garage access (*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 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*)
- One-way Street** along Forefield Rise
- Maintenance of Overgrown Vegetation** on Widcombe Rise
- I don't think any measures are needed**
- Other** (please detail in question 5)

### **Zone 3 – Prior Park Road / Ralph Allen Drive Interface**

Please select up to **three** of the measures that you feel would **most benefit the community** in Zone 3 – Prior Park Road / Ralph Allen Drive Interface:

- Provision of Secure Bike Parking** on the pavement in the area
- Rest Point and Wayfinding** along Prior Park Road
- Wayfinding** to help people to navigate to local attractions such as St Thomas' Church and Prior Park
- Crossing Point** along Prior Park Road
- Community Gateway** to alert drivers to the change in environment and that they are entering a residential area along Ralph Allen Drive
- Traffic Calming** at Church Street junction
- Speed Reduction** along Ralph Allen Drive
- Speed Cameras** along Ralph Allen Drive
- Maintenance of Overgrown Vegetation** on Church Street
- I don't think any measures are needed**
- Other** (please detail in question 5)

### **Zone 5 – South End of Church Street**

Please select up to **three** of the measures that you feel would **most benefit the community** in Zone 5 – South End of Church Street:

- Encourage Pedestrian use** along Church Street with signage and information distribution
- Wayfinding Signage** along Church Street
- Automatic Number Plate Recognition (ANPR)** to enforce access only through Church Street
- One-way Traffic** along Church Street
- Traffic Calming** along Church Street
- Modal Filter** near St Thomas' Church (*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 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*)
- Additional Limited Waiting Parking** in the area of St Thomas' Church
- I don't think any measures are needed**
- Other** (please detail in question 5)

### **Zone 6 – North End of Church Street**

Please select up to **two** of the measures that you feel would **most benefit the community** in Zone 6 – North End of Church Street:

- Improved Pedestrian Crossing Facilities** at the Church Street junction
- Reduced Speed Limit** along Church Street
- Parking Restrictions** at the narrow section of Church Street
- Local Enforcement Against Pavement Parking** along Church Street
- I don't think any measures are needed**
- Other** (please detail in question 5)

### **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

## **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**.

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