

DRAFT

Recommendation Report

Liveable Neighbourhoods
Church Street

Bath & North East Somerset Council

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1. Introduction

This report presents an assessment of a range of measures to improve residential streets in the Church Street and Prior Park 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. In the workshop output report these issues are linked back to the initial needs captured during the December 2021 public engagement. Attendees then 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 potential solutions to improve driving, parking, walking, cycling and public space (among others) in the Church Street and Prior Park 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 Church Street and Prior Park Road area [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 families. The exhibitions showcased their longlist of potential 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 the Church Street and Prior Park area 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 Church Street and Prior Park 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 potential solutions put forward by residents in the co-design workshops – and that residents subsequently prioritised in the follow up exhibitions – to be assessed. The criteria 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

The popularity of the potential solution (the number of times it was voted for) was also taken into consideration and added to the technical score.

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 technical 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 Church Street and Prior Park 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 seven zones presented below (Figure 2). The zones within the application area (Zones 2, 3, 5 and 6) were then taken forward and presented to the community at the follow up exhibition, with residents having the opportunity to prioritise up to three choices to take forward in each zone. These results are shown in 3.3 to 3.6.



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.

There is also a weighting applied to each intervention based on the popularity (number of votes) it generated. The total votes given per option were normalised based upon their

proportion of the average scores per option to convert them into a score of 1 to 3 based upon their popularity with the public, 1 being the least popular and 3 being most popular.

3.2 Key points

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

- Zone 2:
 - the suggested modal filter and one-way street for Forefield Rise falls outside of the original boundary and is therefore out of scope. To avoid impacting on the average score and shortlisting of other interventions, it has been shown for transparency, but no score has been applied (these are greyed out in Figure 3)
 - an amendment has been made to correct *raised continuous crossings*, with the new title *raised crossing*. It is important to make this clarification, as the intervention refers to the placement of crossings across the carriageway (Prior Park Road) and continuous crossings relate to the extension of pavements across side road junctions. The crossing points will be potentially located close to Prior Park Cottages and Forefield Rise.
- Zone 3 – Ralph Allen Drive is outside of the original application boundary and three interventions have been removed (these are greyed out in Figure 4).
- Zone 5 – the modal filter along Church Street is being trialled as part of a series of pilot interventions and has therefore not been included as part of this MCAF. Information on the temporary intervention can be found via this link. Due to the installation of the modal filter, three identified interventions have been removed (these are greyed out in Figure 5):
 - ANPR through Church Street
 - Traffic calming along Church Street
 - One-way traffic along Church Street

3.3 Zone 2 - 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 2	Traffic calming measures along Prior Park Road	13	3	Yes	-1	2	1	-2	0	0	0	3	Extensive local heritage in Zone 2	
	Raised crossings along Prior Park Road	11	3	Yes	-1	2	0	-1	1	3	0	4	7	
	One way street along Forefield Rise	0	0	No	0	0	0	0	0	0	0	0	0	Outside of the original application area
	Improved cyclist safety along Prior Park Road (cycle lane)	5	2	Yes	0	2	0	-2	2	2	0	4	6	There are issues with road width and parking provision at the bottom of Prior Park Road
	Wayfinding and signage along Prior Park Road	5	2	Yes	0	1	0	-2	1	1	0	1	3	
	Maintenance of overgrown vegetation Widcombe Rise	3	1	Yes	0	2	2	2	0	3	-1	8	9	
	Modal filter just after the garage access on Forefield Rise	0	0	No	0	0	0	0	0	0	0	0	0	Outside of the original application area
7	37											4		

Figure 3 - Zone 2 interventions and scores

3.4 Zone 3 - 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 3	Crossing point along Prior Park Road	14	3	Yes	-1	3	0	-1	1	3	0	5	8	Increased build time due to requirements with power connection
	Speed cameras along Ralph Allen Drive	0	0	No	0	0	0	0	0	0	0	0	0	Outside of the original application area
	Speed reduction along Ralph Allen Drive	0	0	No	0	0	0	0	0	0	0	0	0	Outside of the original application area
	Traffic calming at Church Street junction	5	3	Yes	-1	2	1	-2	0	0	0	0	3	
	Community gateway along Ralph Allen Drive	0	0	No	0	0	0	0	0	0	0	0	0	Outside of the original application area
	Wayfinding to local attractions (Church and Prior Park)	4	3	Yes	0	1	1	-2	1	1	0	2	5	
	Maintenance of overgrown vegetation along Prior Park Road	3	2	Yes	0	2	2	2	0	3	-1	8	10	
	Rest point along Prior Park Road	2	2	Yes	0	1	1	0	1	2	0	5	7	There is already a bench in the identified spot
	Provision of secure bike parking in the area	1	1	Yes	0	2	0	-2	1	2	0	3	4	
9		29										4		

Figure 4 - Zone 3 interventions and scores

3.5 Zone 5 - 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 5	ANPR through Church Street	0	0	No	0	0	0	0	0	0	0	0	0	Modal filter negates the requirement of this intervention	
	Additional limited waiting parking around St Thomas' Church	7	3	Yes	-1	0	-1	0	0	2	0	0	3		
	Traffic calming along Church Street	0	0	No	0	0	0	0	0	0	0	0	0	0	Modal filter negates the requirement of this
	Encourage pedestrian use (new route) along Church Street with improved wayfinding	5	3	Yes	0	2	0	-2	1	1	1	0	2	5	This relates to the creation of a new route and is scored differently to wayfinding (as in signage)
	Wayfinding signage along Church Street	4	3	Yes	0	1	0	-2	1	1	1	0	1	4	This relates to new signage and is scored differently to the creation of a new route
	One way traffic along Church Street	0	0	No	0	0	0	0	0	0	0	0	0	0	0
		16											2		

Figure 5 - Zone 5 interventions and scores

3.6 Zone 6 - 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 6	Improved pedestrian crossing facilities at Church Street junction/Widcombe Hill	14	3	Yes	-1	3	0	-2	1	3	0	4	7	
	Parking restrictions at the narrow section of Church Street	10	3	Yes	0	1	1	1	0	-2	0	1	4	
	Reduced speed limit along Church Street	8	2	Yes	1	2	0	0	1	0	0	4	6	
	Local enforcement against pavement parking along Church Street	5	2	Yes	0	1	2	1	0	2	0	6	8	
4		37										6		

Figure 6 - Zone 6 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 ‘out of scope’, 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), other service (e.g., police speed cameras) or another capital works programme.

‘Out of scope’ items have therefore not been carried forward to the summary table.

Whilst technical feasibility has also been assessed, 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 2 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Raised continuous crossings along Prior Park Road	£100k - £250k	Less than 3 months	In scope
Improved cyclist safety along Prior Park Road (cycle lane)	Over £250k	12 months or longer	In scope
Maintenance of overgrown vegetation Widcombe Rise	Less than £50k	Less than 3 months	Out of scope

4.3 Zone 3 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Crossing point along Prior Park Road	Between £50k - £100k	Between 3 – 6 months	In scope
Rest point along Prior Park Road	Less than £50k	Less than 3 months	In scope
Maintenance of overgrown vegetation along Prior Park Road	Less than £50k	Less than 3 months	Out of scope
Wayfinding to local attractions (Church and Prior Park)	Less than £50k	Less than 3 months	In scope
Provision of secure bike parking in the area	Less than £50k	Less than 3 months	In scope

4.4 Zone 5 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Additional limited waiting parking around St Thomas' Church	Less than £50k	Less than 3 months	Out of scope
Encourage pedestrian use (new route) along Church Street with improved wayfinding	Less than £50k	Less than 3 months	In scope
Wayfinding signage along Church Street	Less than £50k	Less than 3 months	In scope

4.5 Zone 6 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Improved pedestrian crossing facilities at Church Street junction/Widcombe Hill	Between £50k - £100k	Between 3 – 6 months	In scope
Reduced speed limit along Church Street	Less than £50k	Less than 3 months	Out of scope
Local enforcement against pavement parking along Church Street	Less than £50k	Less than 3 months	Out of 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
Wayfinding signage along Church Street	Less than £50k	Less than 3 months	No	4
Rest point along Prior Park Road	Less than £50k	Less than 3 months	No	2
Encourage pedestrian use (new route) along Church Street with improved wayfinding	Less than £50k	Less than 3 months	No	5
Wayfinding to local attractions (Church and Prior Park)	Less than £50k	Less than 3 months		
Provision of secure bike parking in the area	Less than £50k	Less than 3 months		
Raised crossings along Prior Park Road (Zone 2)	Between £100k - £250k	Less than 3 months	Yes	11
Crossing point along Prior Park Road (Zone 3)	Between £50k - £100k	Between 3 – 6 months	Yes	14
Improved pedestrian crossing facilities at Church Street junction/Widcombe Hill	Between £50k - £100k	Between 3 – 6 months	Yes	14
Improved cyclist safety along Prior Park Road (Cycle lane)	Between £100k - £250k	12 months or longer	Yes	5
Total estimated cost	£950k			

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 the Church Street and Prior Park Road area [here](#). This includes a project timeline.

Appendix A Church Street Exhibition Report