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

Entry Hill, Bath Outcome Report

Bath and North East Somerset Council

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## Quality information

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# 1. Introduction

- 1.1 This report presents further outcomes from the co-design workshop for a Liveable Neighbourhood (LN) in Entry Hill, Bath. 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 Entry Hill, Bath.
- 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:
  - Mount Road** (Area 1)
  - Pulteney Estate area** (Area 2)
  - Whitchurch Village and Queen Charlton** (Area 3)
  - Lower Lansdown and the Circus** (Area 4)
  - Oldfield Lane and the Avenues** (Area 5)
  - London Road and Snow Hill area** (Area 6)
  - Church Street and Prior Park Road area** (Area 7)
  - Chelsea Road area** (Area 8)
  - Entry Hill, Bath** (Area 9)
  - Southlands Area, Weston** (Area 10)
  - Morris Lane and Bannerdown Road area** (Area 11)
  - New Sydney Place and Sydney Road** (Area 12)
  - Egerton Road and Cotswold Road area** (Area 13)
  - Temple Cloud** (Area 14)
  - 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 287 responses related to Entry Hill, Bath. The responses helped the council to identify key themes and issues to be addressed.
- 2.6 A copy of the initial engagement report can be found on the council's website here:  
<https://beta.bathnes.gov.uk/sites/default/files/Liveable%20Neighbourhoods%20Engagement%20Report%20FINAL%20UPDATED%20%28002%29.pdf>.

## Co-design workshops

- 2.7 Between 17 May and 27 July 2022, 15 co-design workshops were held (one in each area) to discuss issues and ideas in more detail, in order to identify and create a longlist of suggested measures to be explored further.
- 2.8 Members of the public who had engaged in the first phase of engagement for that area were invited to register their interest in attending the workshop. The opportunity to register was also promoted via posters in 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 Entry Hill, Bath can be found on the council's website here: [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 engaged with several different groups located within Entry Hill, Bath including a Ralph Allen School as well as a 'Needle and Natter' group, and a toddler group held at St Andrews Community Club. Sustrans officers held workshops at Ralph Allen School and asked the students to show what they liked and disliked about their area, as well as their ideas for improvements using post-it notes on a large map of the area.
- 2.13 Sustrans officers engaged with a local 'Needles and Natter' group to ask what they liked and disliked about the area, as well as what improvements they would like to see. The majority of the residents in the Needle and Natter group were 70+ and many had mobility issues so couldn't walk far and were reliant on public transport or cars.
- 2.14 Sustrans officers also engaged with parents of young children at a regular toddler group. Officers used three maps to capture information from local parents, the three maps identified issues/dislikes, favourite local places, and ideas for improvements.
- 2.15 During targeted local engagement, the feedback that Sustrans received from residents will be considered alongside the feedback of workshops and the workshop exhibitions in the future stages of the programme.

## 3. Co-design exhibition

- 3.1 Workshop attendees and those that had registered to be kept informed of the LN programme were invited to review the output for Entry Hill, Bath at a workshop exhibition. This was held on Tuesday 30 August in St Luke's Church Hall, 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, 81 members of the public attended the exhibition.

## Zones

- 3.10 Due to the size of Entry Hill, Bath, the materials were split into zones to make it easier for attendees to learn about and prioritise the suggested measures within them.



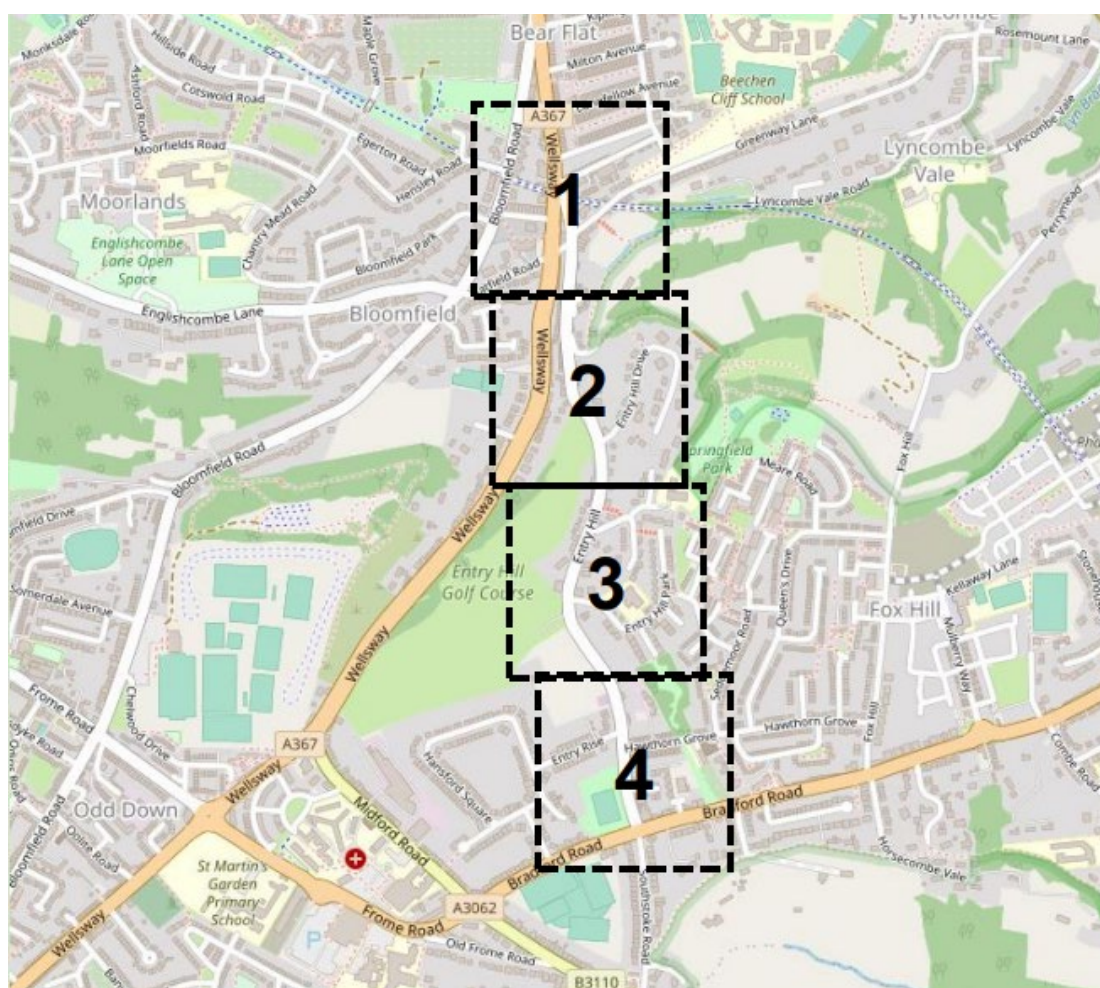
### 3.11 The zones are:

- **Zone 1:** Devonshire Villas/Wellsway Junction
- **Zone 2:** North of Entry Hill and Bridge
- **Zone 3:** Centre of Entry Hill
- **Zone 4:** Bradford Road Junction/Entry Rise Junction

## 4. Feedback responses

- 4.1 A total of 93 responses were received for the Entry Hill, Bath co-design exhibition. 84 responses were submitted via the online feedback form and nine were submitted via paper feedback forms.
- 4.2 Zones 1, 2, 3, and 4 were included in the original application area. Therefore, the suggested measures for those were included within the questions in the feedback form. There were four 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 A map of the zones for the whole area, including those within the original application area is shown in Figure 1.
- 4.4 A copy of the feedback form for Entry Hill, Bath can be found in Appendix C.

Figure 1 Map showing Zones 1 to 4 of the Entry Hill, Bath area

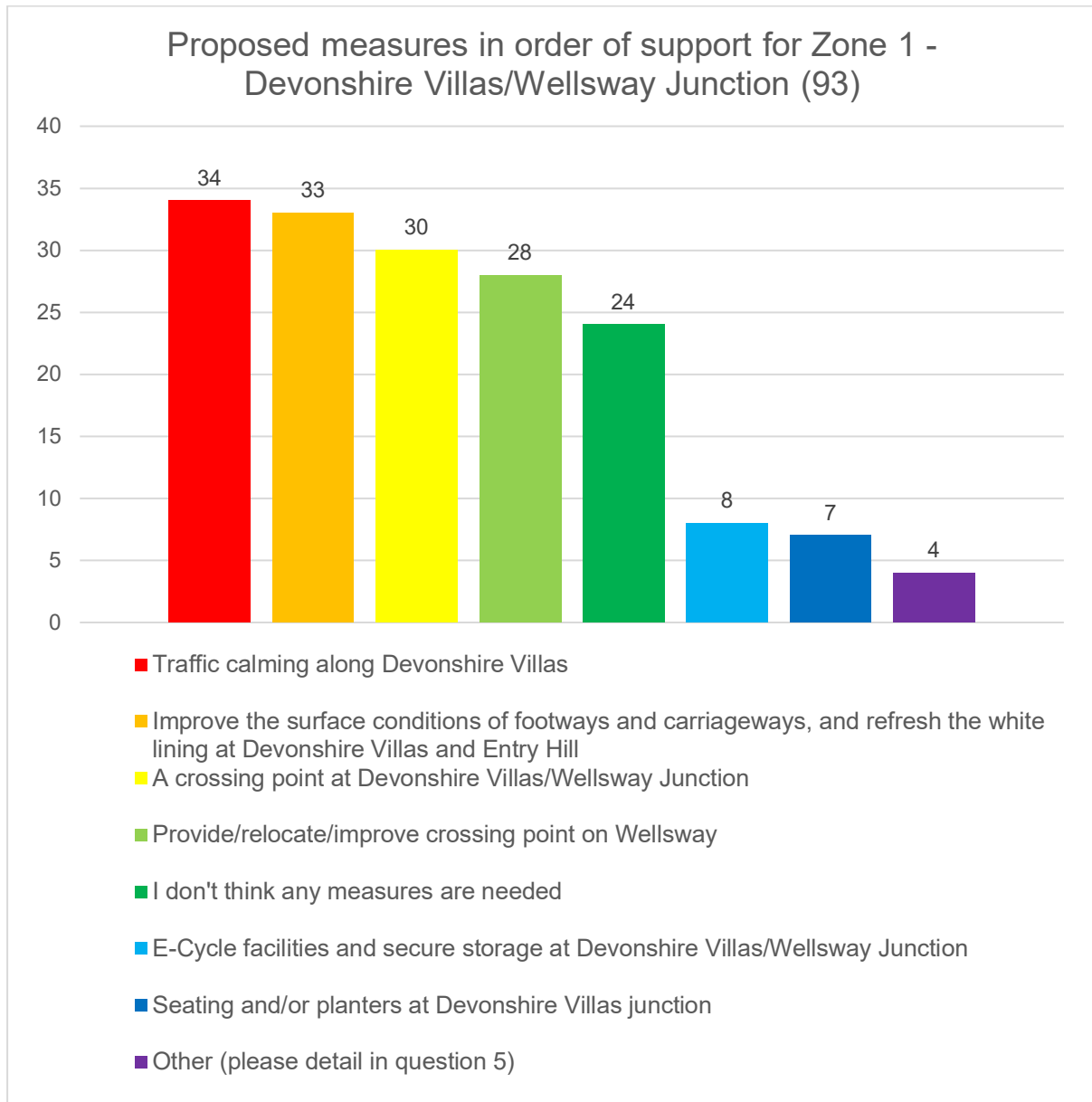


# 5. Results

## Zone 1 – Devonshire Villas/Wellsway Junction

5.1 The first question related to Zone 1 – Devonshire Villas/Wellsway Junction. 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 the results can be found in Figure 2 below.

Figure 2 Graph showing the measures selected for Zone 1 – Devonshire Villas/Wellsway Junction



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

- 34 selected traffic calming along Devonshire Villas
- 33 selected improvements to the surface conditions of footways and carriageways, and refresh the white lining at Devonshire Villas and Entry Hill

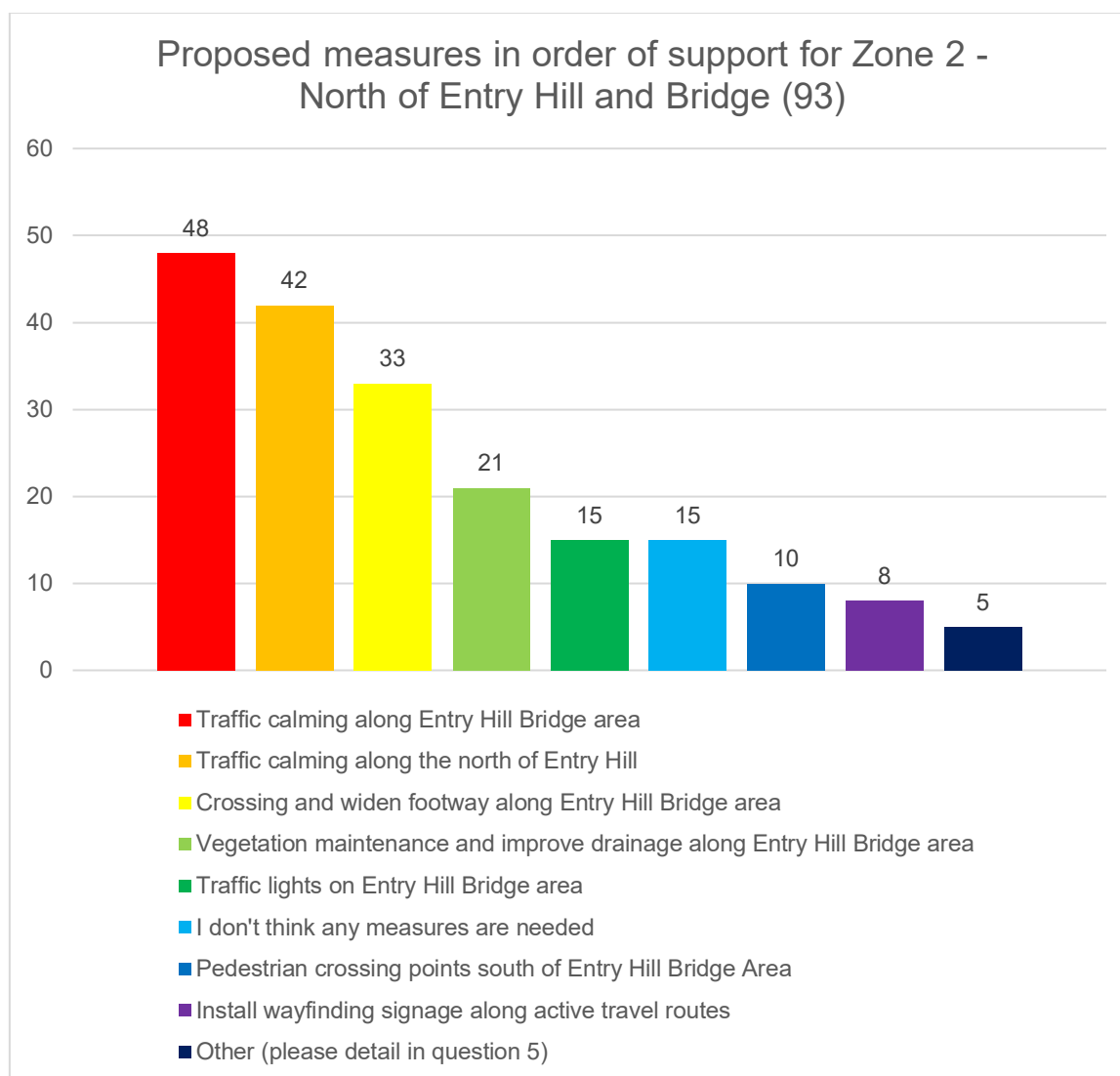
- 30 selected a crossing point at Devonshire Villas/Wellsway junction
- 28 selected the provision/relocation/improvement of a crossing point on Wellsway
- 24 selected no measures needed
- Eight selected e-cycle facilities and secure storage at Devonshire Villas/Wellsway junction
- Seven selected seating and/or planters at Devonshire Villas junction
- Four selected 'other' (please see 5.14-5.16)

5.3 Overall, traffic calming measures along Devonshire Villas, improvements to surfaces of footways at Devonshire Villas and Entry Hill, and a crossing point on Wellsway were the most favoured measures for Zone 1 – Devonshire Villas/Wellsway Junction.

## Zone 2 – North of Entry Hill and Bridge

5.4 The second question related to Zone 2 – North of Entry Hill and Bridge. It asked participants to choose up to three measures that they felt would most benefit the community (from all the measures put forward at the workshop for this zone). A graph of these results can be found in Figure 3 below.

Figure 3 Graph showing the measures selected for Zone 2 – North of Entry Hill and Bridge



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

- 48 selected traffic calming along Entry Hill Bridge area
- 42 selected traffic calming along the north of Entry Hill
- 33 selected crossing and widen footway along Entry Hill Bridge area
- 21 selected vegetation maintenance and improve drainage along Entry Hill Bridge area
- 15 selected traffic lights on Entry Hill Bridge area
- 15 selected no measures needed

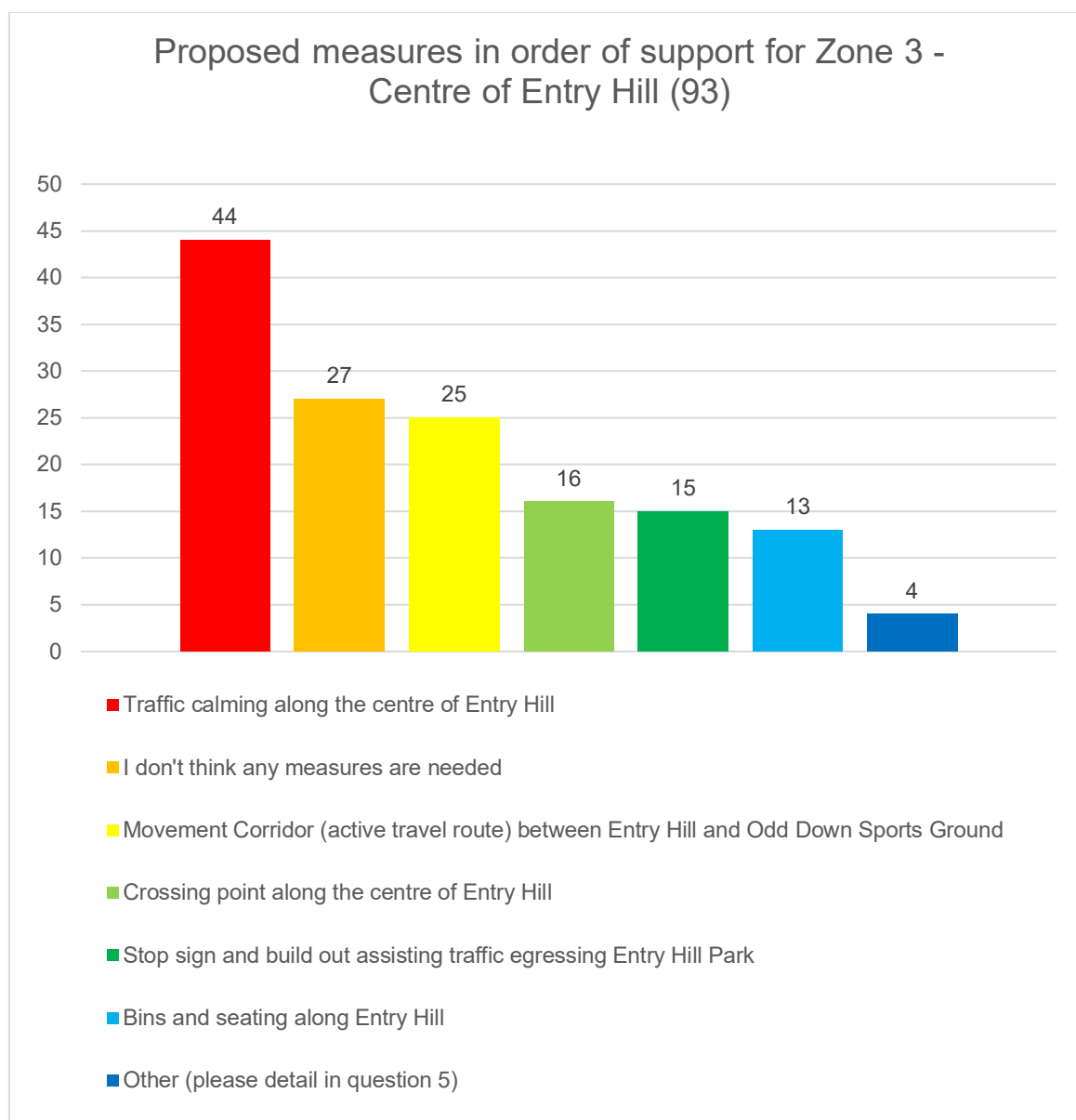
- 10 selected pedestrian crossing points south of Entry Hill Bridge Area
- Eight selected the installation of wayfinding signage along active travel routes
- Five selected 'other' (please see 5.14-5.16)

5.6 Overall, traffic calming along both the Entry Hill Bridge area, and north of Entry Hill, and a crossing and widened footway along the Entry Hill Bridge area were the most favoured measures for Zone 2 – North of Entry Hill and Bridge.

## Zone 3 – Centre of Entry Hill

5.7 The third question related to Zone 3 – Centre of Entry Hill. It asked participants to choose up to two<sup>1</sup> measures that they felt would most benefit the community (from all the measures put forward at the workshop for this zone). A graph of these results can be found in Figure 4 below.

Figure 4 Graph showing the measures selected for Zone 3 – Centre of Entry Hill



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

- 44 selected traffic calming along the centre of Entry Hill
- 27 selected no measures needed

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

- 25 selected movement corridor (active travel route) between Entry Hill and Odd Down Sports Ground
- 16 selected a crossing point along the centre of Entry Hill
- 15 selected a stop sign and build out assisting traffic egressing Entry Hill Park
- 13 selected bins and seating along Entry Hill
- Four selected 'other' (please see 5.14-5.16)

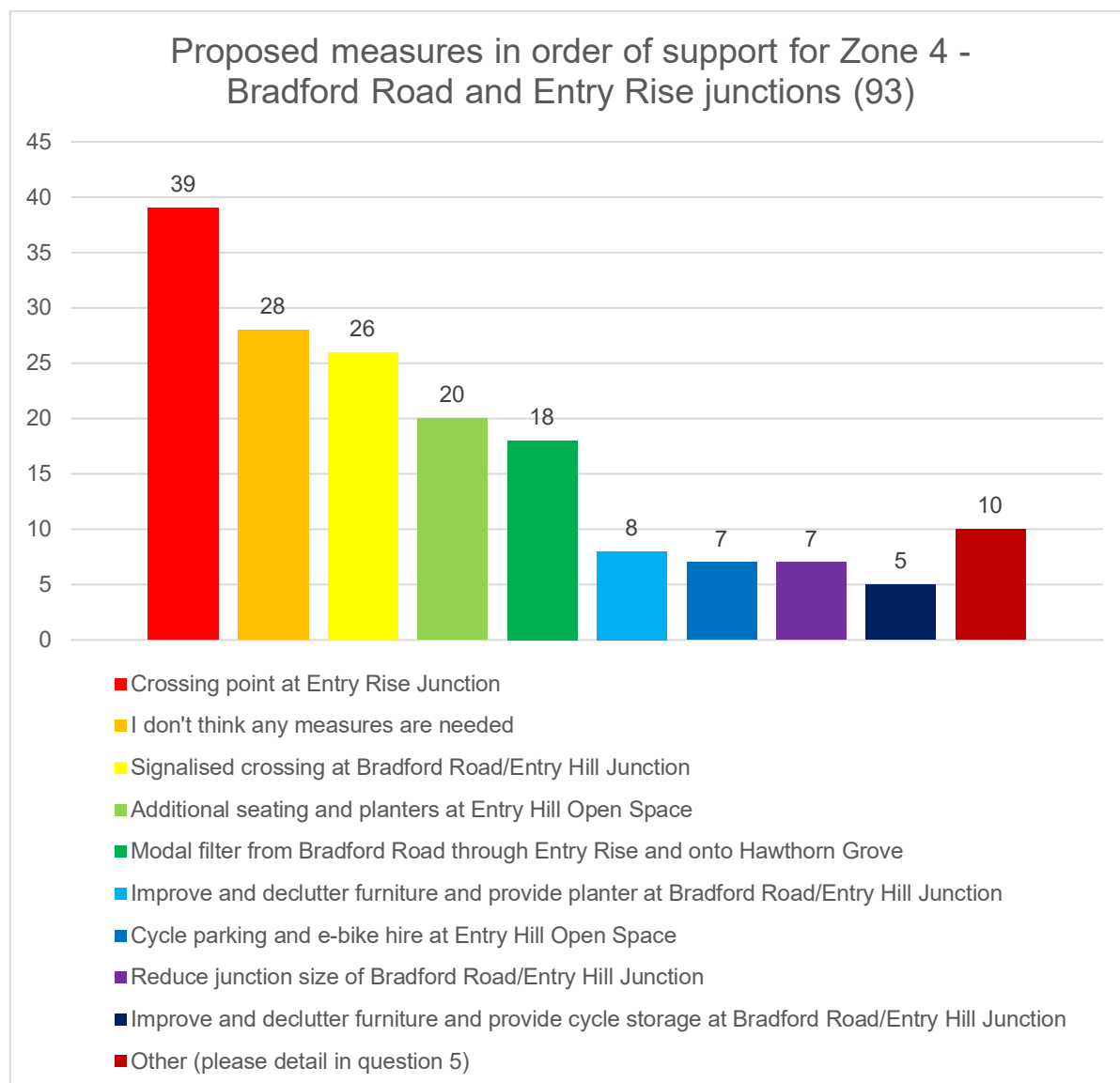
5.9 Overall, traffic calming along the centre of Entry Hill, the selection of no measures needed, and a movement corridor between Entry Hill and Odd Down Sports Ground were the most favoured measures for Zone 3 – Centre of Entry Hill.



## Zone 4 – Bradford Road and Entry Rise Junctions

5.10 The fourth question related to Zone 4 – Bradford Road and Entry Rise Junctions. It asked participants to choose up to three measures that they felt would most benefit the community (from all the measures put forward at the workshop for this zone). A graph of these results can be found in Figure 4 below.

Figure 5 Graph showing the measures selected for Zone 4 – Bradford Road and Entry Rise Junctions



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

- 39 selected a crossing point at Entry Rise junction
- 28 selected no measures needed
- 26 selected a signalised crossing at Bradford Road/Entry Hill junction
- 20 selected additional seating and planters at Entry Hill open space
- 18 selected a modal filter from Bradford Road through Entry Rise and onto Hawthorn Grove

- Eight selected improve and declutter furniture and provide planter at Bradford Road/Entry Hill junction
- Seven selected cycle parking and e-bike hire at Entry Hill open space
- Seven selected reduce junction size of Bradford Road/Entry Hill junction
- Five selected improve and declutter furniture and provide cycle storage at Bradford Road/Entry Hill junction
- 10 selected 'Other' (please see 5.14-5.16)

5.12 It is noted that the modal filter option from Bradford Road through Entry Rise and onto Hawthorn Grove was wrongfully included in this question. Its placement should have been in Zone 3 near the golf course, and we apologise for any inconvenience this may have caused. For transparency this has been shown in this report, and comments received in question 5 related to opposition of this have been recorded and shown below (5.14 – 5.16).

5.13 Overall, a crossing point at Entry Rise Junction, the selection of no measures needed, and a signalised crossing at Bradford Road/Entry Rise Junctions were the most favoured measures for Zone 4 – Bradford Road and Entry Rise Junctions.

## Any other comments

5.14 The fifth question allowed respondents the opportunity to comment further on the measures presented. Respondents were also asked to specify which zone or road their answer related to.

5.15 Comments received related specifically to Zones 1-4, as well as Bradford Road, Devonshire Buildings, Entry Hill, Entry Hill Drive, Entry Hill Gardens, Hatfield Road, Greenway Lane, Hansford Square, Hawthorn Grove, Hill Avenue, and Wellsway. Some comments were received in relation to the area as a whole or the scheme in general.

5.16 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. The frequency of themes is shown in brackets after the problem/solution identified.

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

Area	Identified problems	Solutions/Measures
Zone 1	<ul style="list-style-type: none"> <li>• Congestion (2)</li> <li>• Opposition to modal filter (1)</li> <li>• Displacement of traffic (1)</li> <li>• Dangerous levels of traffic (1)</li> <li>• Speeding (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Average speed cameras (1)</li> <li>• Parking and chicanes as traffic calming measures (1)</li> <li>• More radical actions required (1)</li> <li>• One-way system (1)</li> <li>• Traffic calming measures (1)</li> </ul>
Zone 2	<ul style="list-style-type: none"> <li>• Opposition to traffic lights (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Widening of footpaths (2)</li> <li>• Traffic calming measure (1)</li> </ul>
Zone 3		<ul style="list-style-type: none"> <li>• Traffic calming measures (1)</li> <li>• Traffic lights (1)</li> <li>• Widening of pavements (1)</li> <li>• Modal filter (1)</li> </ul>
Zone 4	<ul style="list-style-type: none"> <li>• Displacement of traffic (6)</li> <li>• Opposition to modal filter (4)</li> <li>• Opposition to road closures (3)</li> <li>• Rat running (3)</li> <li>• Opposition to traffic lights (2)</li> <li>• Unsuitable for high levels of traffic (2)</li> <li>• Traffic pollution (2)</li> <li>• Dangerous levels of traffic (2)</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian crossing (2)</li> <li>• Bollards (1)</li> <li>• Mini roundabout (1)</li> </ul>

<b>Area</b>	<b>Identified problems</b>	<b>Solutions/Measures</b>
	<ul style="list-style-type: none"> <li>• Opposition to signalised traffic restrictions (1)</li> <li>• Opposition to residents parking (1)</li> </ul>	
<i>Bradford Road</i>	<ul style="list-style-type: none"> <li>• Congestion (3)</li> <li>• HGV traffic (2)</li> <li>• Traffic pollution (1)</li> <li>• Displacement of traffic (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian crossing (2)</li> <li>• Mini roundabout (1)</li> </ul>
<i>Entry Hill</i>	<ul style="list-style-type: none"> <li>• Opposition to closed roads (2)</li> <li>• No parking enforcement (1)</li> <li>• No speeding enforcement (1)</li> <li>• Unsafe for pedestrians (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic calming measures (5)</li> <li>• Parking restrictions (2)</li> <li>• Pedestrian and cyclist priority (1)</li> <li>• Widening of pavements (1)</li> <li>• Closure of road (1)</li> <li>• Community gateway (1)</li> <li>• Signage to deter rat running (1)</li> </ul>
<i>Entry Hill Gardens</i>	<ul style="list-style-type: none"> <li>• Pinch points (1)</li> <li>• Damage to cars by traffic (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Closure of roads (1)</li> <li>• Through traffic restrictions (1)</li> </ul>
<i>Entry Hill/Bradford Road</i>	<ul style="list-style-type: none"> <li>• Displacement of traffic (2)</li> <li>• Opposition to traffic lights (1)</li> <li>• Rat running (1)</li> <li>• Unsuitable for high levels of traffic (1)</li> <li>• Opposition to road closures (1)</li> <li>• Traffic pollution (1)</li> <li>• Dangerous levels of traffic (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian crossing (1)</li> <li>• Mini roundabout (1)</li> </ul>
<i>Entry Hill/Entry Rise</i>	<ul style="list-style-type: none"> <li>• Concern for disruption impact of scheme (1)</li> <li>• Opposition to modal filter (1)</li> <li>• High volumes of traffic (1)</li> </ul>	
<i>Entry Hill/Hatfield Road/Greenway Lane</i>	<ul style="list-style-type: none"> <li>• Dangerous levels of traffic (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian crossing (1)</li> </ul>

<b>Area</b>	<b>Identified problems</b>	<b>Solutions/Measures</b>
<i>Entry Rise</i>	<ul style="list-style-type: none"> <li>• Opposition to cycle hire facilities (1)</li> <li>• Entry rise doesn't suffer from rat running (1)</li> <li>• Traffic pollution (1)</li> <li>• Unsuitable for high levels of traffic (1)</li> <li>• Opposition to road closures (1)</li> <li>• Rat running (1)</li> <li>• Through traffic (1)</li> <li>• Opposition to traffic lights (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Seating and street furniture (1)</li> <li>• Pedestrian crossing (1)</li> <li>• Improved accessibility (1)</li> </ul>
<i>Hansford Square</i>	<ul style="list-style-type: none"> <li>• Displacement of traffic (3)</li> <li>• Rat running (1)</li> </ul>	
<i>Hatfield Road/Greenway Lane</i>	<ul style="list-style-type: none"> <li>• Dangerous levels of traffic (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian crossing (1)</li> </ul>
<i>Hawthorn Grove</i>		<ul style="list-style-type: none"> <li>• Secure bike storage facilities (1)</li> </ul>
<i>Hill Avenue</i>	<ul style="list-style-type: none"> <li>• Displacement of traffic (1)</li> <li>• Dangerous junctions (1)</li> </ul>	
<i>Area (as a whole)</i>	<ul style="list-style-type: none"> <li>• Opposition to modal filter (13)</li> <li>• Opposition to road closures (13)</li> <li>• Displacement of traffic (11)</li> <li>• No measures needed (8)</li> <li>• Speeding (5)</li> <li>• Impact on emergency services (3)</li> <li>• Congestion (3)</li> <li>• Traffic pollution (2)</li> <li>• Opposition to traffic lights (2)</li> <li>• Unsafe for cyclists (2)</li> <li>• School traffic (2)</li> <li>• Modal filter incorrect on materials (1)</li> <li>• Poor routes for cycling (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic calming measures (8)</li> <li>• Improved bus services and infrastructure (4)</li> <li>• Speed bumps (inc. speed cushions and "non-Newtonian fluid filled" speed bumps) (4)</li> <li>• Widening of pavements (3)</li> <li>• Pedestrian crossing (3)</li> <li>• Priority chicanes (3)</li> <li>• Modal filter (2)</li> <li>• Traffic lights (2)</li> <li>• Resident's parking zone (1)</li> <li>• Parking and chicanes as traffic calming measures (1)</li> <li>• Speed cameras (1)</li> <li>• Cycle lanes (1)</li> <li>• Modal filter with ANPR (1)</li> </ul>

Area	Identified problems	Solutions/Measures
	<ul style="list-style-type: none"> <li>• Opposition to chicanes/priority measures (1)</li> <li>• Unreliable bus services (1)</li> <li>• Commuter traffic (1)</li> <li>• Opposition to removal of parking spaces (1)</li> <li>• Pavement driving (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Signalised junction (1)</li> <li>• Through traffic restrictions (1)</li> <li>• Trees and greenery (1)</li> <li>• Parking restriction enforcement (1)</li> <li>• Road narrowing (1)</li> <li>• Pedestrian priority measures (1)</li> </ul>
<i>General</i>	<ul style="list-style-type: none"> <li>• Scheme criticism (5)</li> <li>• Cumulative impact of other schemes (3)</li> <li>• Active modes of travel are inaccessible (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 Entry Hill, Bath:

### Zone 1 – Devonshire Villas/Wellsway Junction

1. Traffic calming measures along Devonshire Villas
2. Improvements to surfaces of footways and carriageways and refreshment of white lines at Devonshire Villas and Entry Hill
3. The provision/relocation/improvements of crossing point on Wellsway

### Zone 2 – North of Entry Hill and Bridge

1. Traffic calming along the Entry Hill Bridge area
2. Traffic calming along north of Entry Hill
3. A crossing and widened footway along the Entry Hill Bridge area

### Zone 3 – Centre of Entry Hill

1. Traffic calming along the centre of Entry Hill
2. The selection of no measures needed
3. A movement corridor between Entry Hill and Odd Down Sports Ground

### Zone 4 – Bradford Road and Entry Rise Junctions

1. A crossing point at Entry Rise Junction
2. The selection of no measures needed
3. A signalised crossing at Bradford Road/Entry Rise Junctions

6.2 Any measure identified as a priority in the feedback, is being assessed against the Liveable Neighbourhoods Strategy and other criteria, such as cost, practicalities, and timelines. The popularity of the measure is also being considered. The outcome will inform what will be included in the draft designs for the area and can be viewed in a recommendation report to ward councillors, available on our website from Winter 2022/23.

6.3 All of the measures originally put forward at the workshop by attendees are designed to tackle the issues raised by the wider community during earlier public engagement (Winter 2021/22).

6.4 Once the draft designs have been published in Winter 2022/23, we will go back to the wider public for feedback, including stakeholders who may be impacted by the proposals.

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

**From:** liveableneighbourhoods <liveableneighbourhoods@BATHNES.GOV.UK>

**Sent:** 26 August 2022 15:35

**To:** liveableneighbourhoods <liveableneighbourhoods@BATHNES.GOV.UK>

**Subject:** Liveable Neighbourhoods – Entry Hill, Bath Co-design Exhibition

Hello,

As a reminder, the co-design exhibition for Entry Hill, Bath is taking place **on Tuesday 30<sup>th</sup> August between 4pm and 8pm at St Luke's Church** (Hatfield Road, Bath, BA2 2BD).

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 of the ideas put forward at the workshop and share your feedback online. Go to [www.bathnes.gov.uk/yourLN](http://www.bathnes.gov.uk/yourLN) and chose your area from the list.

To complete the feedback form please use the link [here](#). Family and friends are also encouraged to provide feedback. The feedback form will close at **5pm on Tuesday 13<sup>th</sup> September**.

## How to get in touch

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

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

We look forward to welcoming you at the exhibition.

Yours faithfully,

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



# Appendix B – Exhibition information boards

Bath & North East  
Somerset Council

Improving People's Lives

## Welcome

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



### Policy consultation (Autumn 2020)

We asked for people's opinion on the development of our Liveable Neighbourhoods policy. The survey generated over 1,800 responses. We also received 3,300 comments on an online, interactive map where people were able to identify the issues they experience plus opportunities for improvements.



### Applications for Liveable neighbourhoods (Early 2021)

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



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

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



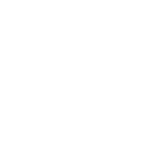
### Co-design workshops (Spring 2022)

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



### Co-design exhibitions (Summer 2022)

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



### Draft design development (Autumn 2022)

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

### Draft design engagement (Autumn 2022)

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

# What you have told us

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

Below is a summary of what people said about the Entry Hill area.

## What is good about the area?:

- 194 said close to shops and services
- 161 said strong community spirit
- 67 said a safe and healthy environment

## What issues are experienced?:

- 182 said speeding traffic
- 174 said through traffic
- 144 said school run traffic
- 103 said parking
- 91 said not enough space for wheeling, walking, or cycling
- 81 said HGV traffic
- 57 said pavement parking

## What measures could improve the area?:

- 170 said a restriction on through traffic or HGVs
- 84 said new or wider footways
- 77 said more or better residents parking
- 69 said trees, planting and spaces to sit



# Co-design Workshop

The workshop took place at St Luke's Church on the 31st May 2022.

Brief presentation / introduction

Exercise 1

Break

Exercise 2

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

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

What we learned.

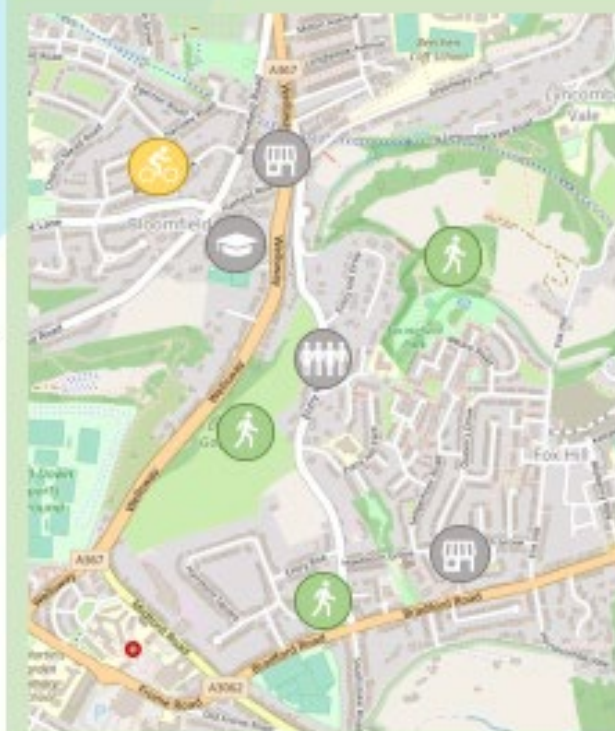
- Entry Hill is a popular area with a strong sense of community but there are reports of poor driver behaviour, particularly around speeding and pavement parking.
- There was a lot of support for the local green spaces and the opportunities they present for walking, wheeling and cycling.
- Steep roads presents a challenge for people to be more active.
- There are lots of non-residential parking to the north of Entry Hill.
- Depending on where people lived, there were differing views on levels of traffic and its impact on the local community.





## Exercise 1 What people said they liked about Entry Hill

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



There are some great established areas/green spaces with amazing views to go for a walk/wheeling and dog walking.



Close access to shops.



Good access to the linear road.



Strong sense of community spirit.

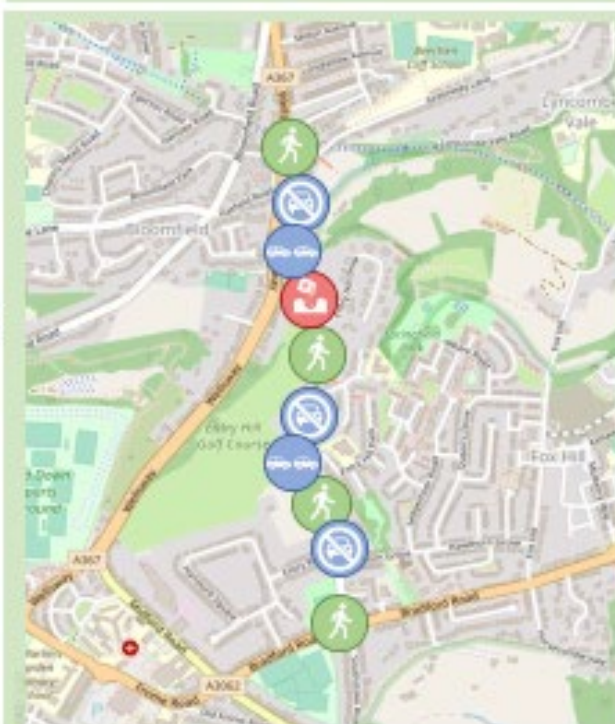


Local school and nursery.



## Exercise 2 What people said could be nurtured

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



Pavement parking and non-residential parking is an issue along Entry Hill, especially to the north. Visibility issues with cars parked on bends.



Some areas have vegetation which is restricting accessibility and poor drainage in the area.



Lots of through traffic and speeding traffic causing pollution in the area as well as making it dangerous for pedestrians and cyclists.

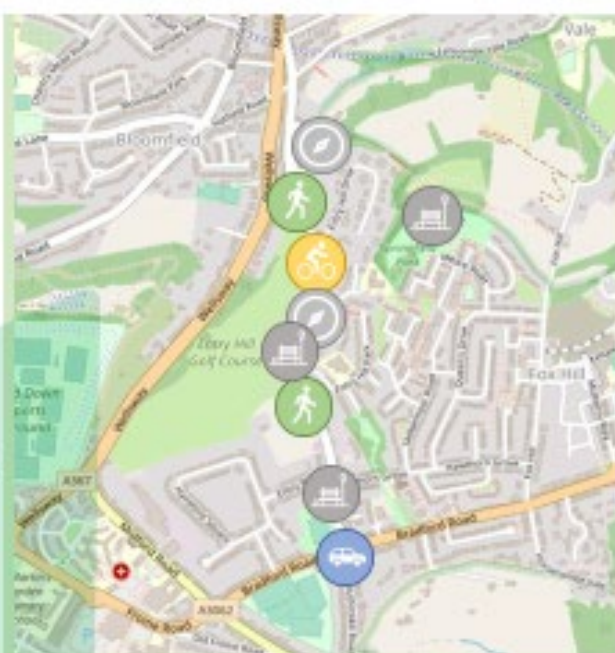


There are some great areas to go for a walk, but there are limited spaces to cross busy roads, narrow footways and steep hills.



## Exercise 3 What people said are the 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 around Entry Hill and poor road surfacing is seen as a big barrier to cycling.



Narrow or lack of pavements along Entry Hill inhibit people walking or wheeling their journey, particularly with children.



There is not enough local signage which could encourage people to walk around the neighbourhood.



There are concerns from people living on the main roads that traffic could be displaced from residential streets back on to the main road network and associated issues with noise and poor air quality.



A lack of outdoor seating which could encourage more active travel.



# 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



Pedestrian Priority Crossing

## Better Cycle Infrastructure



Cycle Lane



Cycle Parking



Signalised Junction

## Improved Public Space



Planters and Greenery



Wayfinding



Community Spaces:  
• Seating  
• Parklets  
• Public Art

## Traffic Interventions



Parking Restrictions



Modal Filter



Signalised Junction



Narrow Junction Widths



One Way Street



Traffic Calming Measures



Additional Parking Space



Speed Restrictions



Camera

## Additional Themes identified at workshops



Maintenance:  
• Resurfacing  
• Cut Vegetation



Walking Bus



Enforcement



EV Charging Measures



Car Club Spaces



Behaviour Change

## What is a Modal Filter?

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.

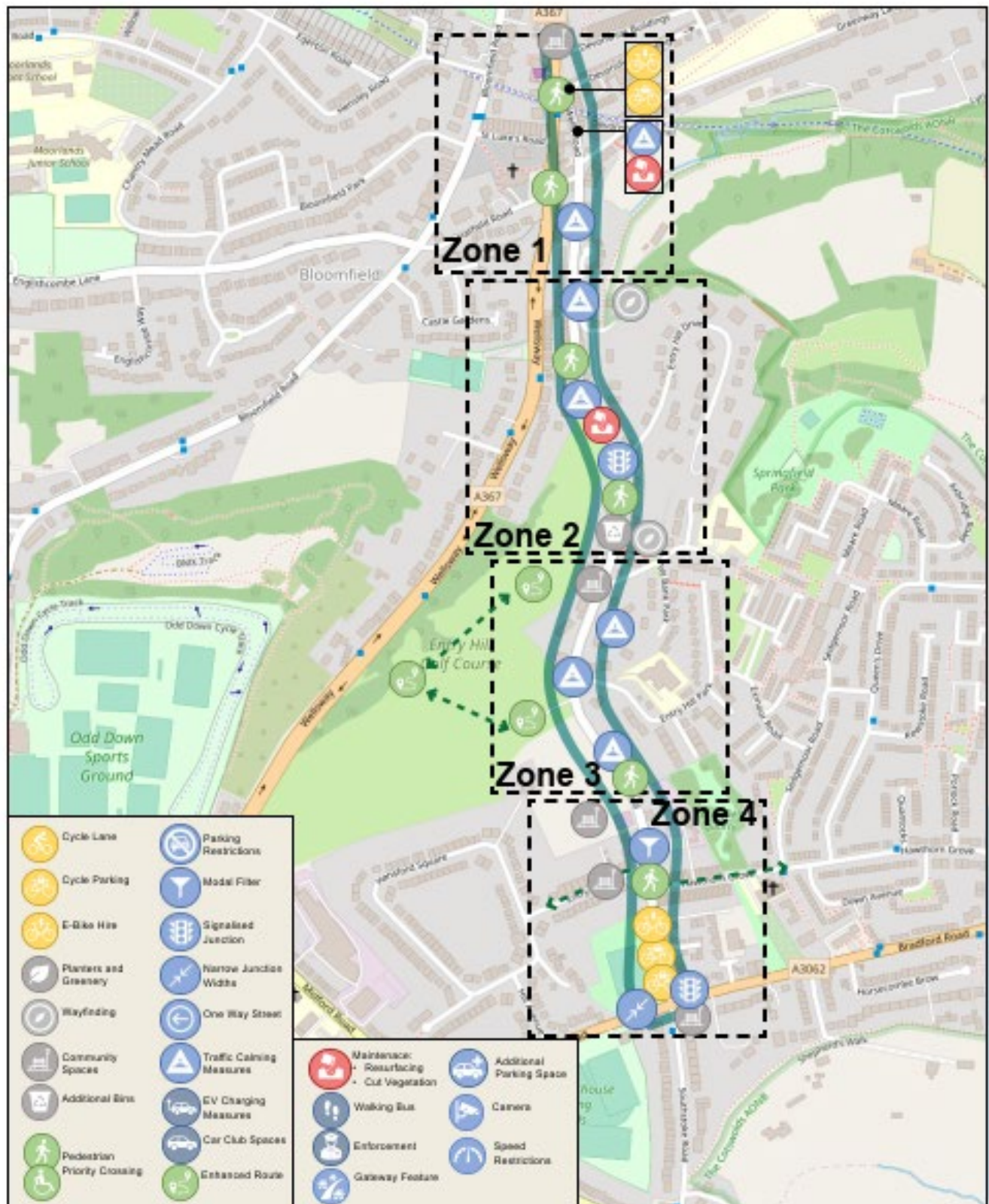


Source: Cycling Embassy



# Entry Hill Ideas

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



# Zone 1

Here is a summary of the ideas for Zone 1.



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

## E-Cycle Facilities and Secure Storage at Devonshire Villas / Wellsway Junction



E-Bike Rental to encourage active travel modes.



Secure bike parking to help with storage and encourage local active travel.



### Devonshire Villae / Wellsway Junction

Potential seating and / or planters.



Provide a formal crossing point to improve safety for pedestrians.



### Hatfield / Wellsway

Provide/ relocate/ improve a crossing point on Wellsway, improving the connection between Greenway Lane and Hatfield Road for pedestrians.



### Devonshire Villas and Entry Hill

Traffic calming along Devonshire Villas to reduce speeding traffic. Potential chicane with priority give way to slow down traffic.



Improve the surface conditions of footways and carriageways.



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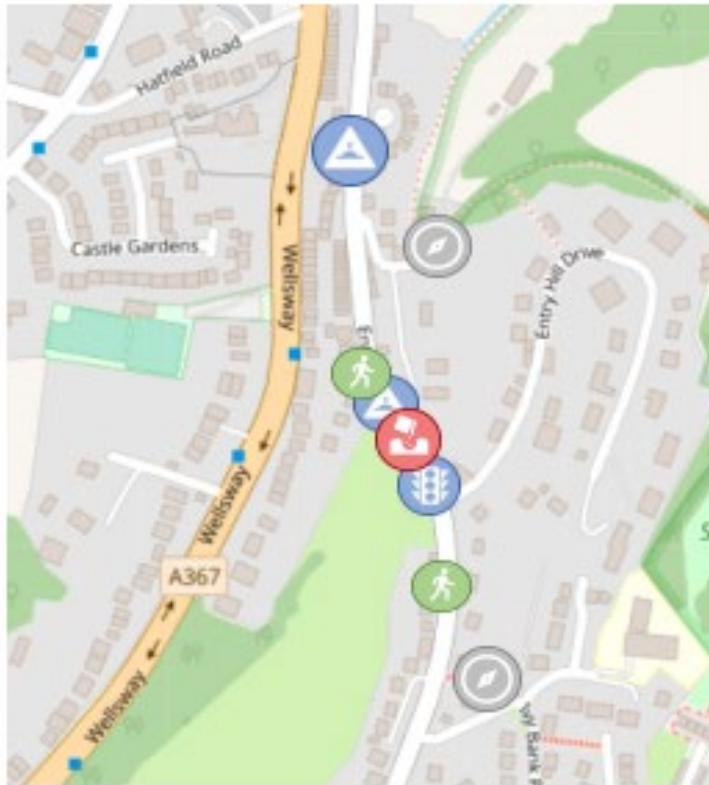


© Google Maps 2022



# Zone 2

Here is a summary of the ideas for Zone 2.



## Wayfinding

Install wayfinding signage along active travel routes for people to navigate between Entry Hill, surrounding residential areas and green spaces.



## North of Entry Hill

Traffic calming along Entry Hill to reduce speeding traffic. Potential chicane with priority give way.



## Entry Hill Bridge Area

Introduce traffic calming measures.



Install traffic lights to give way to traffic. Make the bridge single file for traffic.



Provide a crossing and widen footway.



Maintain vegetation and improve drainage.



## South of Entry Hill Bridge Area

Provide crossing points of pedestrians.

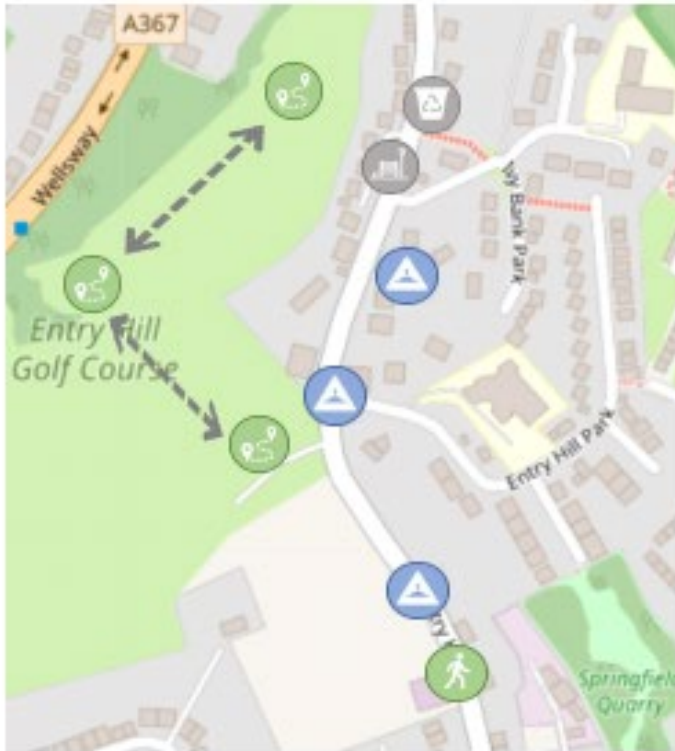


Example of a potential wayfinding feature



# Zone 3

Here is a summary of the ideas for Zone 3.



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

## Centre of Entry Hill

- Provide more bins and seating along Entry Hill to provide a rest stop for people walking up Entry Hill.
- Traffic calming along Entry Hill to reduce speeding traffic. Potential chicane with priority give way to slow down.
- Provide a formal crossing point to improve safety for pedestrians.

## Entry Hill Park Junction

- Potential for a stop sign and build out to assist traffic egressing Entry Hill Park.

## Movement Corridor

- Provide an active travel route between Entry Hill and Odd Down Sports Ground.



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# Zone 4

Here is a summary of the ideas for Zone 4.



## Entry Rise Junction

Potential to introduce a modal filter to prevent the through traffic route from Bradford Road through Entry Rise and onto Hawthorn Grove.

## Entry Rise Junction

Provide a formal crossing point to improve safety for pedestrians.

## Entry Hill Open Space

Provide additional seating and planters to improve space.

Provide cycle parking and e-bike hire.

## Bradford Road / Entry Hill Junction

Provide a signalised crossing to improve pedestrian safety.

Reduce junction width to reduce speed of vehicles entering Entry Hill.

Improve and declutter furniture of community space. Provide a planter and cycle storage.



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© Google Maps 2022





# 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 – Entry Hill Feedback Form

## **B&NES Liveable Neighbourhoods Co-design Exhibition: Entry Hill area**

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

You can view all of the ideas in the Entry Hill area Workshop Report here:

[bit.ly/EntryHillReport](https://bit.ly/EntryHillReport)

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

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

There are two questions relating to Zone 1, 2, 3 and 4 as well as an open text box to share any additional comments. You do not need to answer every question.

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

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

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

### **Zone 1 – Entry Hill: Devonshire Villas / Wellsway Junction**

Please select up to **three** of the measures that you feel would **most benefit the community** in Zone 1 – Entry Hill: Devonshire Villas / Wellsway Junction

- E-Cycle facilities and secure storage** at Devonshire Villas/Wellsway Junction
- A crossing point** at Devonshire Villas/Wellsway Junction
- Provide/relocate/improve crossing point** on Wellsway
- Traffic calming** along Devonshire Villas
- Seating and/or planters** at Devonshire Villas junction
- Improve the surface conditions of footways and carriageways, and refresh the white lining** at Devonshire Villas and Entry Hill
- I don't think any measures are needed**
- Other** (please detail in question 5)

### **Zone 2 – Entry Hill: North of Entry Hill and Bridge**

Please select up to **three** of the measures that you feel would **most benefit the community** in Zone 2 – Entry Hill: North of Entry Hill and Bridge

- Install wayfinding signage** along active travel routes
- Traffic calming** along the north of Entry Hill
- Traffic calming** along Entry Hill Bridge area
- Traffic lights** on Entry Hill Bridge area
- Crossing and widen footway** along Entry Hill Bridge area
- Pedestrians crossing points** south of Entry Hill Bridge Area
- Vegetation maintenance and improve drainage** along Entry Hill Bridge area
- I don't think any measures are needed**
- Other** (please detail in question 5)

### **Zone 3 – Entry Hill: Centre of Entry Hill**

Please select up to **two** of the measures that you feel would **most benefit the community** in Zone 3 – Entry Hill: Centre of Entry Hill

- Bins and seating** along Entry Hill
- Traffic calming** along the centre of Entry Hill
- Stop sign and build out** assisting traffic egressing Entry Hill Park
- Crossing point** along the centre of Entry Hill
- Movement Corridor (active travel route)** between Entry Hill and Odd Down Sports Ground
- I don't think any measures are needed**
- Other** (please detail in question )

### **Zone 4 – Entry Hill: Bradford Road and Entry Rise Junctions**

Please select up to **three** of the measures that you feel would **most benefit the community** in Zone 4 – Entry Hill: Bradford Road and Entry Rise Junctions

- Cycle parking and e-bike hire** at Entry Hill Open Space
- Improve and declutter furniture and provide cycle storage** at Bradford Road/Entry Hill Junction
- Additional seating and planters** at Entry Hill Open Space
- Improve and declutter furniture and provide planter** at Bradford Road/Entry Hill Junction
- Modal filter** from Bradford Road through Entry Rise and onto Hawthorn Grove (*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*)
- Signalised crossing** at Bradford Road/Entry Hill Junction
- Reduce junction size** of Bradford Road/Entry Hill Junction
- Crossing point** at Entry Rise Junction
- 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

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

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

### **The purpose of processing**

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

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

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

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

### **Data subjects**

Members of the public participating in the public consultation process

## **Personal data**

We may ask you for details that include:

Name

Address

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

## **How is it used?**

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

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

## **Profiling and automated decision making**

Not applicable

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

GDPR condition relied upon for processing personal data:

Article 6.1 a - Consent

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

Article 9.2 a - Explicit consent

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

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

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

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

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

## **Questions or concerns?**

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

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

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

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

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