



Bath & North East  
Somerset Council  
Improving People's Lives



# London Road and Snow Hill Area Co-development Workshop

Summary of Discussions  
September 2022

# Liveable Neighbourhoods Co-development Workshop

This report shows the outcomes of a workshop held on the 12<sup>th</sup> of July for residents in the London Road and Snow Hill area of Bath.

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

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

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

# Contents

Background	4
About the London Road and Snow Hill Area	5
Outcomes of the Earlier Public Engagement	6
Key themes Identified in the Earlier Public Engagement	7
The Workshop	8
The Sustrans workshop	9
What people like about the London Road and Snow Hill Area	10
What people said could be nurtured	11
Movement patterns	12
What did we learn?	13
Key themes and previous engagement	14
Guide to interventions	15
Reimagining the space	16
Conclusion and next steps	43

# Background

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

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

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

The original LN application for the London Road and Snow Hill area detailed high volumes of air pollution along London Road as a result of congestion and idling vehicles within the area. As a result of traffic along London Road there are also issues of speeding through traffic along parallel residential roads including Camden Road and Snow Hill. Alongside the narrow footways, poor crossing points, and lack of cycle infrastructure in the area, this makes walking, wheeling and cycling unappealing and sometimes dangerous.

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

# About the London Road and Snow Hill Area

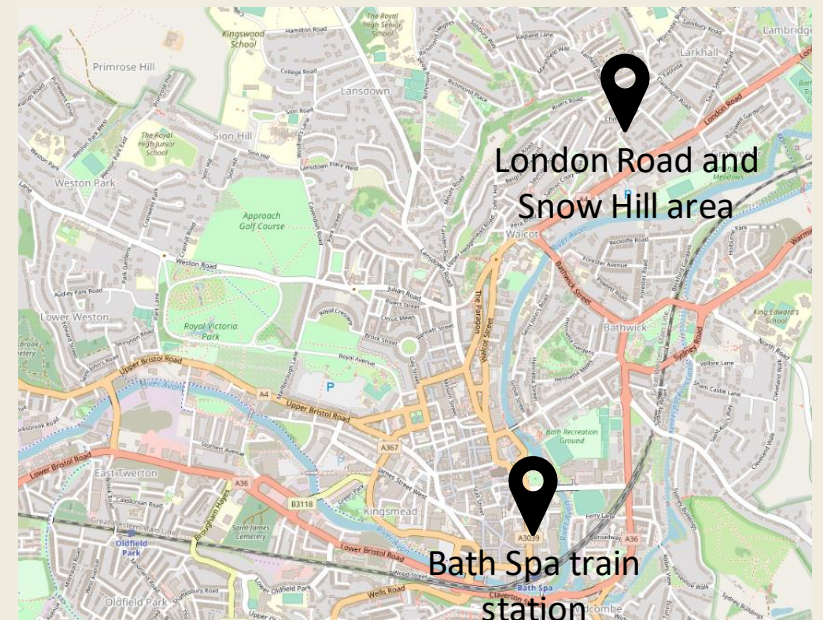
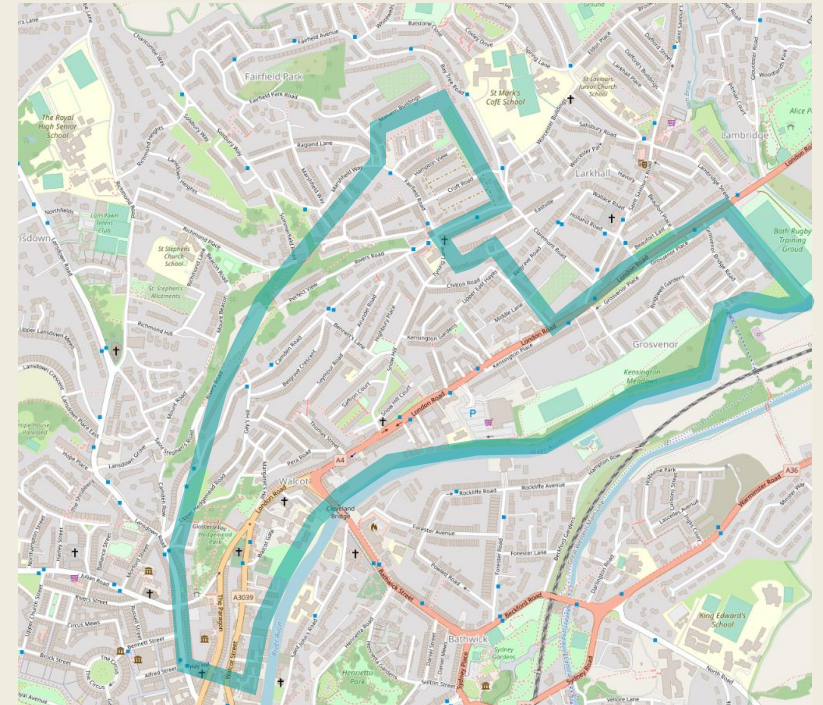
The London Road and Snow Hill area is located to the north east of Bath city centre, approximately 1 mile from Bath Spa train station.

The London Road and Snow Hill area contains key transport routes such as Camden Road, Snow Hill and the A4 / London Road, which is a key gateway into Bath from the east of the city.

The area is mainly residential, accommodating local shops, a supermarket (Morrisons), a nursery, places of worship, and green spaces.

From discussions at the workshops there appears to be three key areas to London Road and Snow Hill:

- Camden Road
- The A4, which is a major route running through the area
- Snow Hill, which is a key access between the north and south of the area



# Outcomes of the Earlier Public Engagement

In December 2021, a public engagement was carried out that allowed people to submit feedback across 15 LN areas. Out of the 1,625 responses submitted, 163 people commented on the London Road and Snow Hill area. Below is a summary of what people said.

## What is good about the area?

- 110 said 'close to shops and services'
- 79 said 'strong community spirit'
- 41 said 'good public transport links'

## What issues are experienced?

- 105 said 'through traffic'
- 72 said 'speeding traffic'
- 72 said 'parking'
- 68 said 'space for wheeling, walking or cycling'
- 62 said 'school run traffic'
- 57 said 'HGV traffic'

## What measures could improve the area?

- 102 said 'a restriction on through traffic or HGVs'
- 47 said 'cycle lanes'
- 46 said 'residents parking'
- 37 said 'new or wider footways'
- 37 said trees, planting and spaces to sit'



People discussing ideas at the Mount Road workshop

# Key Themes Identified in the Earlier Public Engagement

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

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

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

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

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

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

# The Workshop

The workshop took place in the Museum of Bath at Work on the 12<sup>th</sup> of July and started at 6.45pm.

## Brief presentation / introduction

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

The workshop was attended by 23 people (41 registered), along with representatives from AECOM and B&NES Council. Attendees were split into four groups, accommodating four tables.

## Exercises 1, 2 and 3

- What do you like about the London Road and Snow Hill area? What needs nurturing?
- Group feedback

## Break

## Exercise 4

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



People discussing ideas at the Mount Road workshop



# The Sustrans Workshops

Sustrans visited the London Road and Snow Hill area with a pop-up session on the 12<sup>th</sup> of July as well as a drop-in session one afternoon and evening. The workshops had a similar format to the co-design workshop.

The Sustrans officers' reflection on the event is as follows:

“London Road, Snow Hill and most junctions along Snow Hill (London Road, Bennetts Lane and Saffron Lane) were key issues in terms of visibility of pedestrians and speed of motor traffic. Maintenance of parks, pavements and street furniture (lighting, benches) came up a number of times.

Suggested improvements focused along the junction of Snow Hill at London Road, Snow Hill itself and Saffron Court. Participants suggested improvements to play provision, crossings, maintenance of hard and soft elements, and using visual cues to show that Snow Hill is a place where people live. A welcome sign at London Road junction was suggested as well as signage to slow down car drivers and highlight children playing nearby.

From the one-to-one conversations and the question sheets, participants would like there to be more activities available to them in Bath and for children to take part in.”

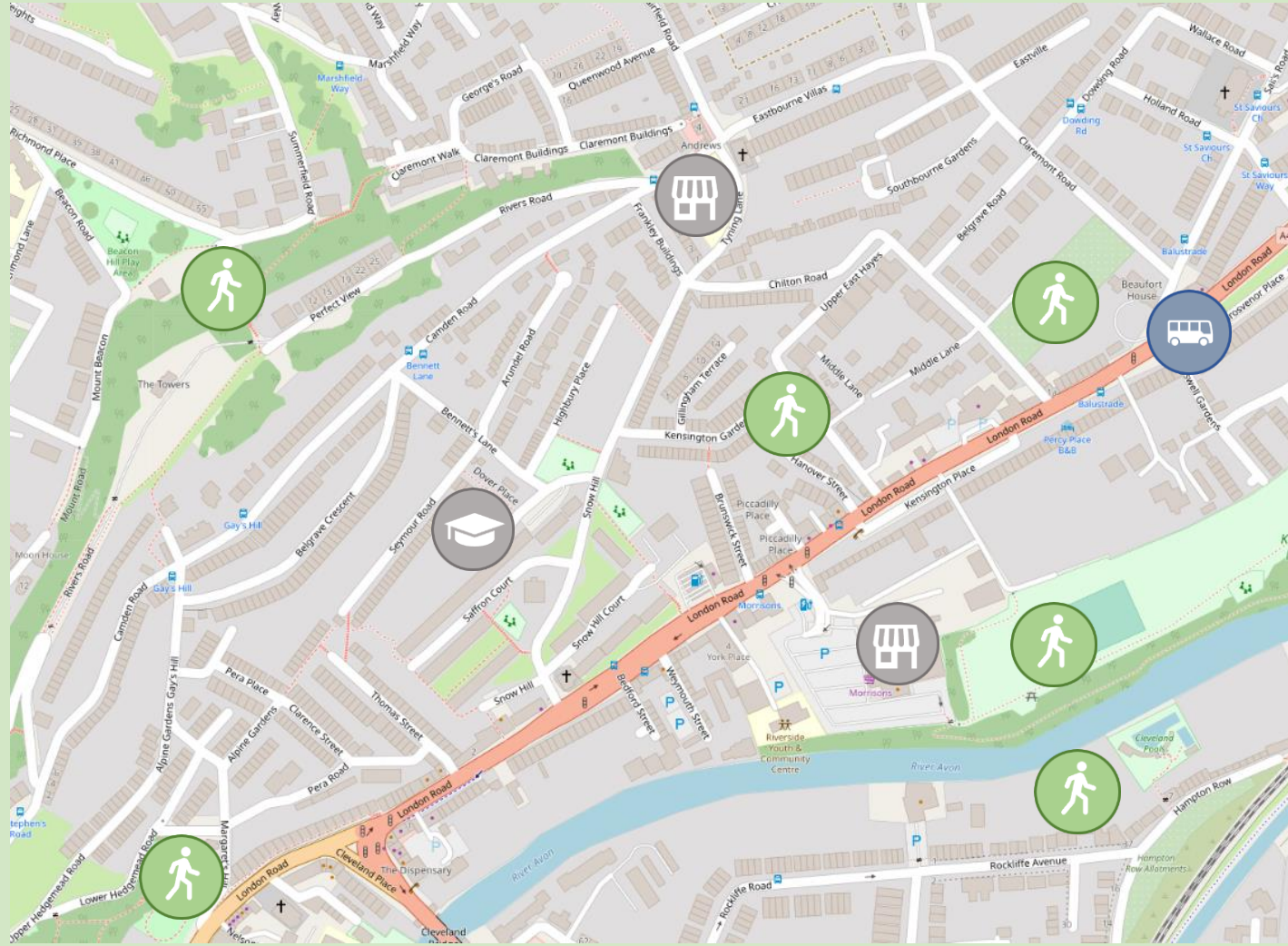


People present at the Bath Farm City workshop run by Sustrans

# Exercise 1

## What people said they liked about the London Road and Snow Hill Area

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



Established areas/green spaces to go walking or wheeling.



Shops and local amenities.



Good bus services along the A4 into Bath city centre.

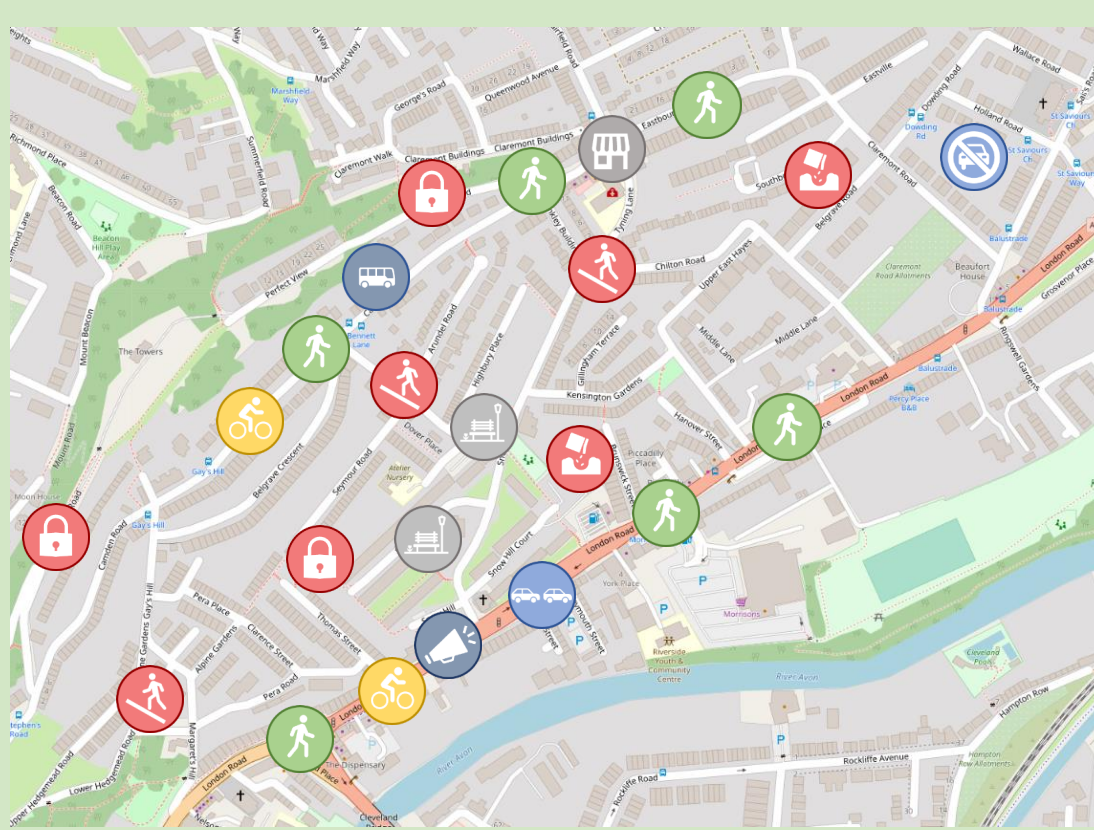


Local school and nursery.



# Exercise 2 What people said could be nurtured

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



Poor or no crossing facilities on roads within the area.



Barriers in the area. Routes are locked or deter access, restricting movements.



The Camden Road shops and businesses are viewed as being under utilised.



Areas of steep inclines can cause issues for people walking and wheeling in the area.



A lack of public green spaces along Snow Hill, which would encourage social interaction.



Areas where maintenance could be improved: grit bins, path step maintenance.



Noisy local businesses late at night.



Bus services to the area are poor and don't allow children in the area to easily get to school.



Congestion and speeding, which causes pollution in the area.



Cycling is dangerous and could be improved. Conflicts with pedestrians on the pavements.



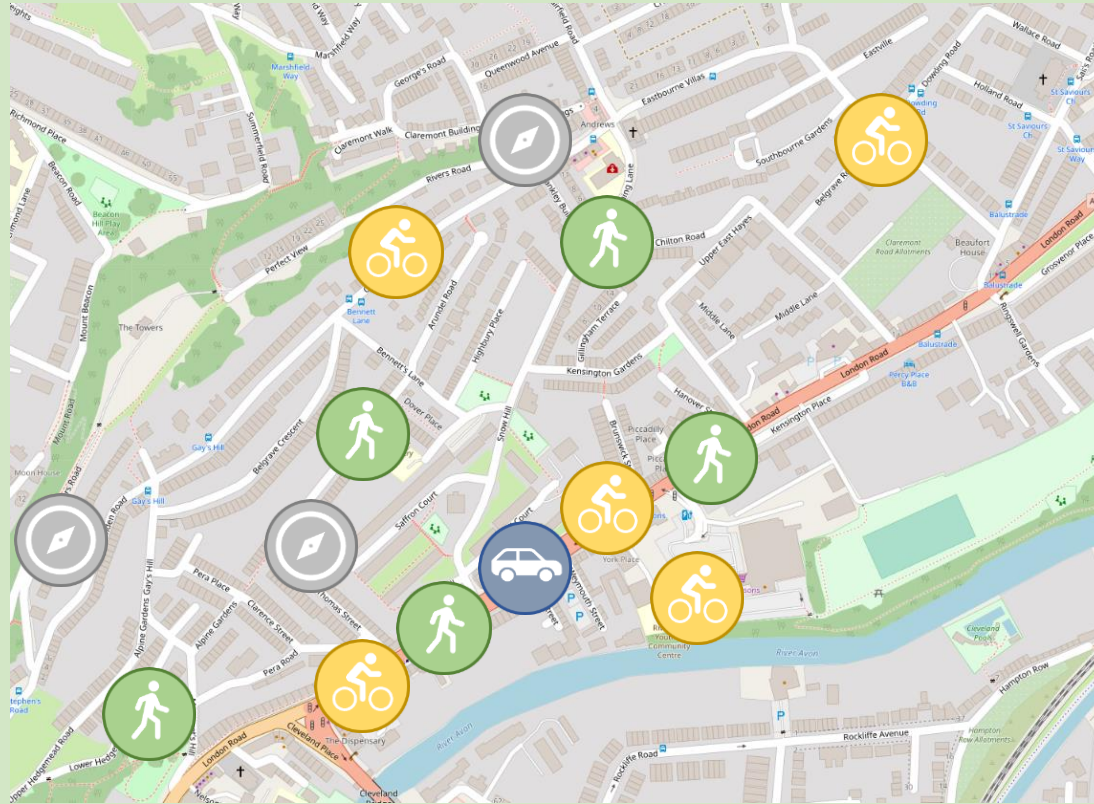
Issues with non-residents parking in the area who commute and park for long periods of time.



# Exercise 3

## What people said their movement patterns are

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.



Pavements throughout the area aren't very accessible due to being narrow, steep or non-existent.



The terrain within the area and local road network, such as hills, surfacing, and motorised traffic is seen as a big barrier to cycling.



A lack of local signage is not encouraging people to walk around the neighbourhood.



A lack of seating provision is a barrier to encouraging people to be more active around the neighbourhood.



Concerns with traffic displaced from residential streets back on to the main road network and associated issues with potential noise and poor air quality.



## What did we learn... ?

- The row of shops and the pub along Camden Road are popular, but residents believe that the area could be improved to provide more for the local community.
- There is a lot of support for the local greenspaces and the opportunities they present for walking, wheeling and cycling.
- The local terrain presents a challenge for people to be more active due to the steep inclines around the area.
- A lack of spaces for social interaction.
- Poor parking with the nursery run and around the doctor's surgery.
- Depending on where people lived, there were differing views on levels of traffic and its impact on the local community.



People discussing ideas at the Great Pulteney Street workshop



People discussing ideas at the Mount Road workshop

# How the themes compare to the previous engagement

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



## Better Cycle Infrastructure

The terrain across the area and local road network, such as hills or uneven surfacing, along with speeding traffic are seen as barriers to cycling.



## Traffic Interventions

Concerns with traffic being displaced from residential streets back on to the main road network and associated issues with noise and poor air quality. There are also issues with speeding and parking within the area.



## Improved Public Spaces

Access to local green spaces, shops and nursery, as well as access to Cleveland Pools is seen as important.

The north of the area, around the shops on Camden Road, is not viewed as a well utilised area for people to visit the local businesses.

A lack of seating provision near steeper areas and green spaces could improve usage and overall connectivity.



## Better Allocation of Road Space

The terrain within the area and local road network are very steep, which poses a great barrier for a number of residents who live in the area.

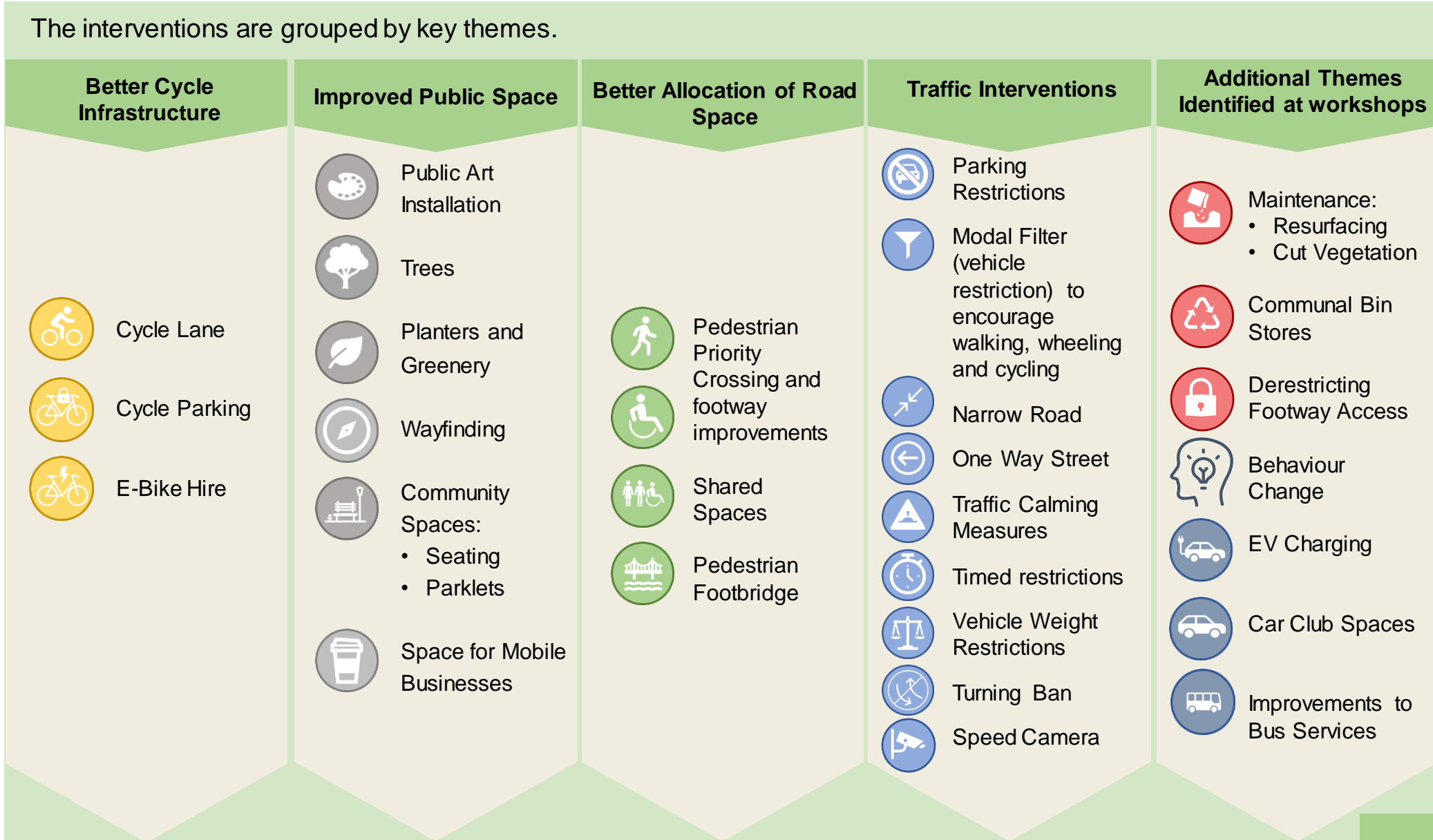
The addition of pavement parking, narrow footways and poor crossing provisions, as well as the absence of dropped kerbs and footways surrounding Snow Hill and along Camden Road, makes walking and wheeling around the area challenging.

London Road is a busy main road which leads into Bath and but offers little in terms of crossing points for people to use. The congestion along this road also deters several people from walking along the road due to high levels of pollution and instead encourages them to drive instead.

There are also several routes which people would like to access but some gates are locked or access is deterred by other residents in the area through the use of signs.

# Guide to interventions

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



## Exercise 4: Re-imagining the space

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

**Zone 1:** London Road / A4 and Cleveland Place

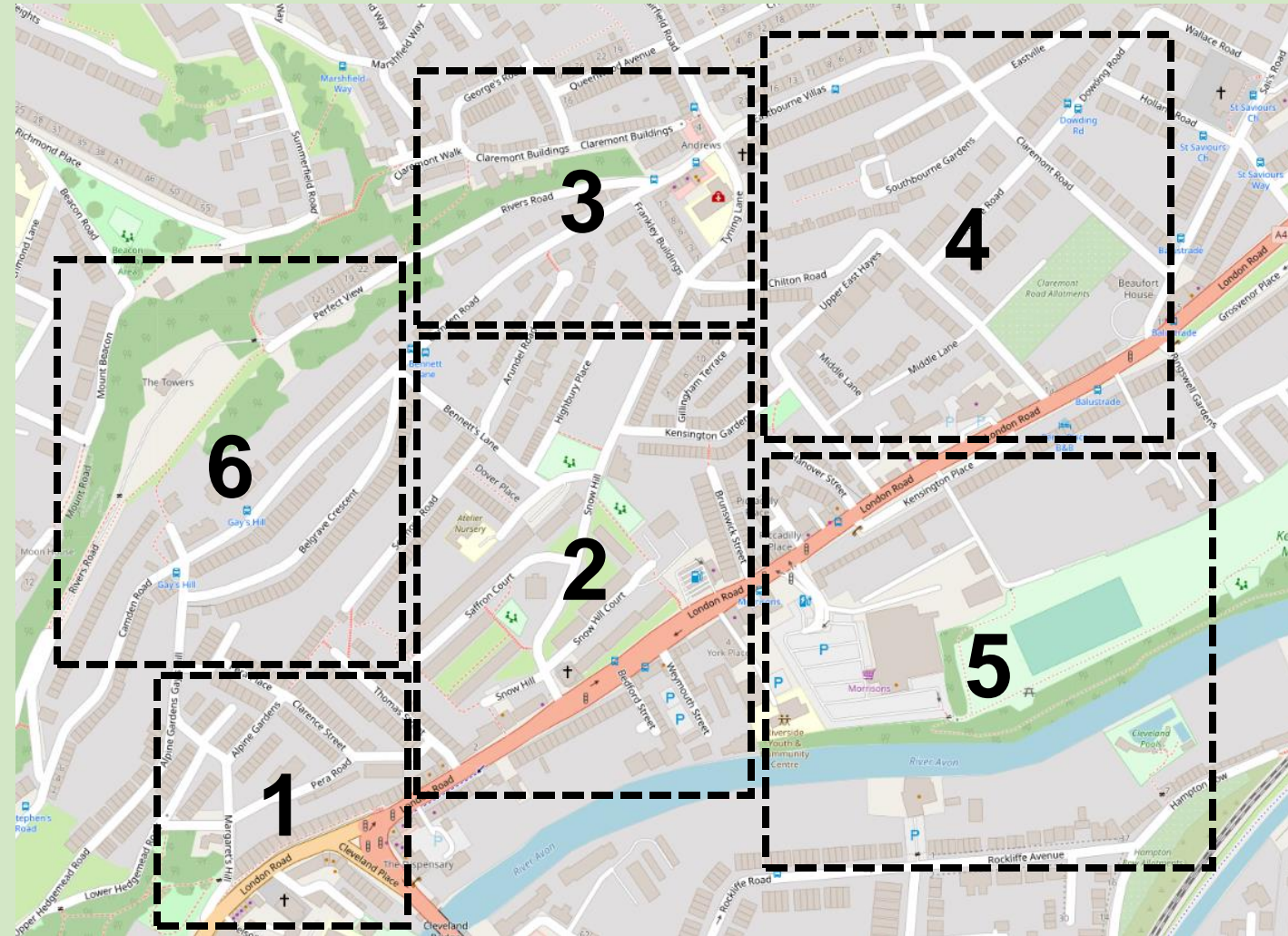
**Zone 2:** Snow Hill

**Zone 3:** Camden Road Businesses

**Zone 4:** Claremont Road

**Zone 5:** Morrisons and Kensington Meadows

**Zone 6:** Camden Road and Perfect View





# Zone 1 London Road / A4 and Cleveland Place

Residents' suggestions to improve cycling opportunities in the area



**London Road**  
Improved cycle provision along London Road towards the Cleveland Place intersection. This would encourage cyclists to stay on the carriageway and not use the footway.



London Road © Google Maps 2022



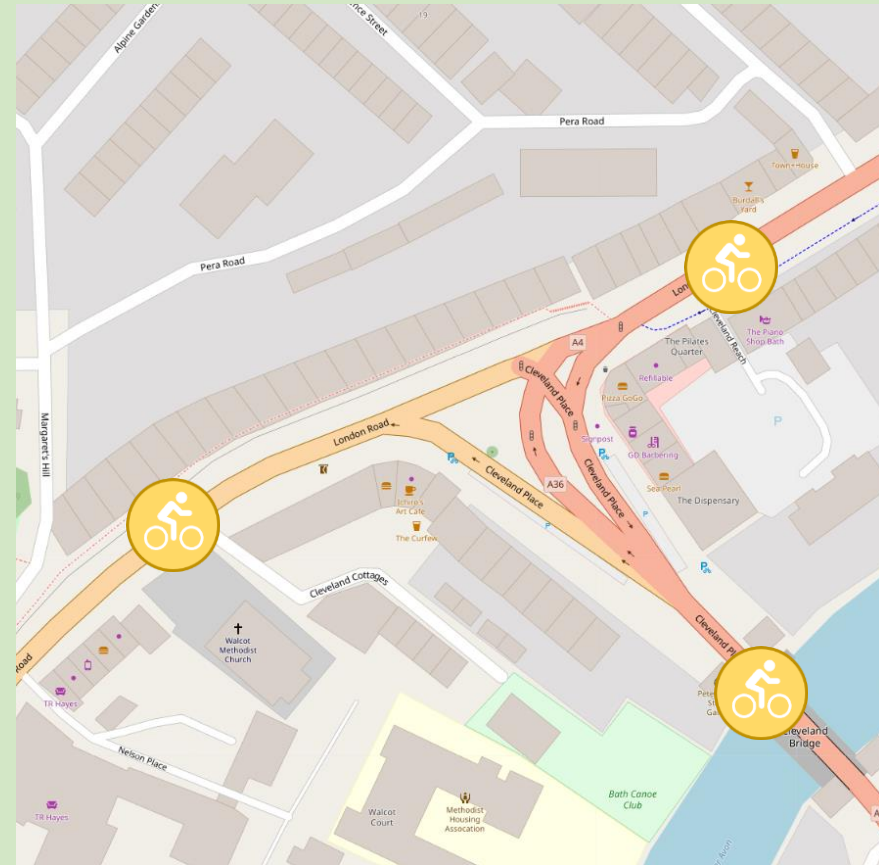
**Cleveland Place**  
Cycle provision along Cleveland Place down to Sydney Gardens and also along St Johns Road would help to improve cyclist safety.



Bathwick Street © Google Maps 2022



E-bike trial  
Cycle to work scheme



# Zone 1 London Road / A4 and Cleveland Place

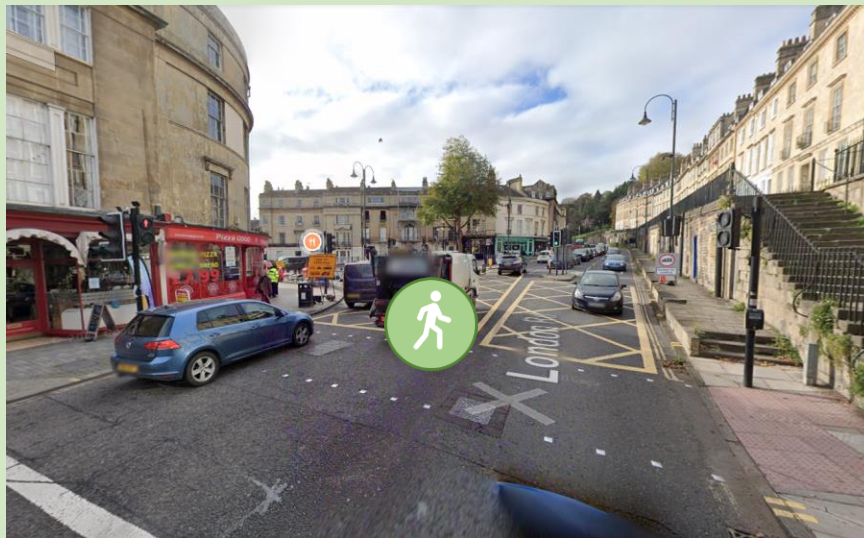
Residents' suggestions to create fairer access for all by reallocating road space for those walking and wheeling

## Improve pedestrian crossing at junction

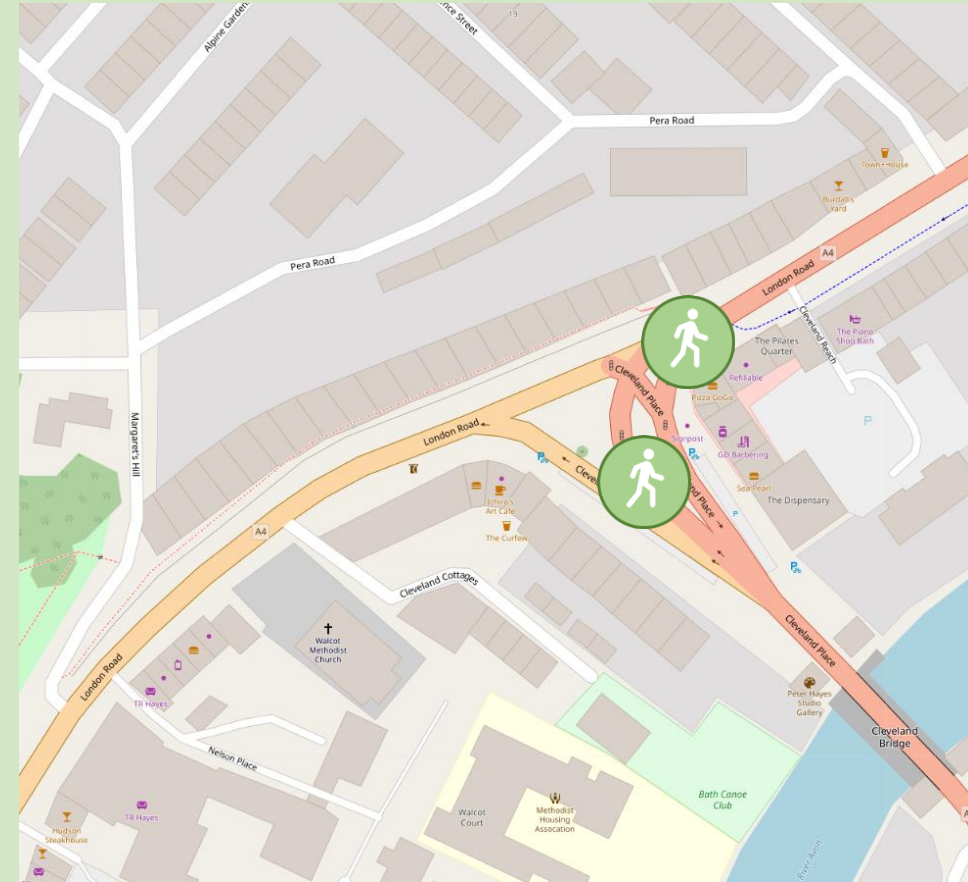


Improve the crossing provision for pedestrians at the London Road / Cleveland Place junction.

Current arrangement provides poor spaces for people on the footways with long wait times to cross the roads.



London Road / Cleveland Road junction © Google Maps 2022



# Zone 1 London Road / A4 and Cleveland Place

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

## Turning ban from Margaret's Hill and London Road



Residents suggested the banning of traffic movements between Margaret's Hill and London Road due to the dangerous nature of the manoeuvre.

## Pedestrian crossing on London Road



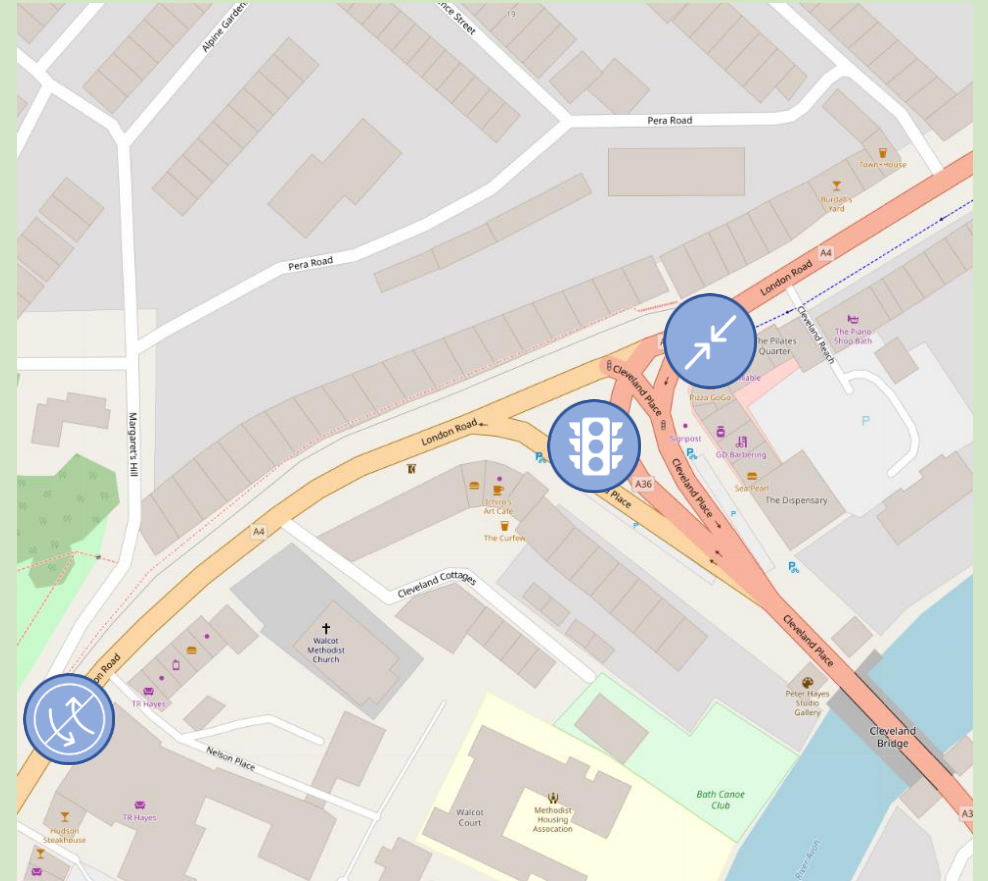
Increase the frequency of pedestrian crossing times to reduce the amount of time people have to wait at the roadside for the signals to let them cross. Also, improve the visibility for both drivers and pedestrians.



Reduce the current carriageway width to provide more space on the footway for people waiting to cross.



London Road © Google Maps 2022



# Zone 2 Snow Hill

Residents' suggestions to improve cycling opportunities in the area

## Secure bike storage



Improve the current facilities for secure bike storage along the Snow Hill, Kensington Gardens and Dover Place area.

## E-Bike rental



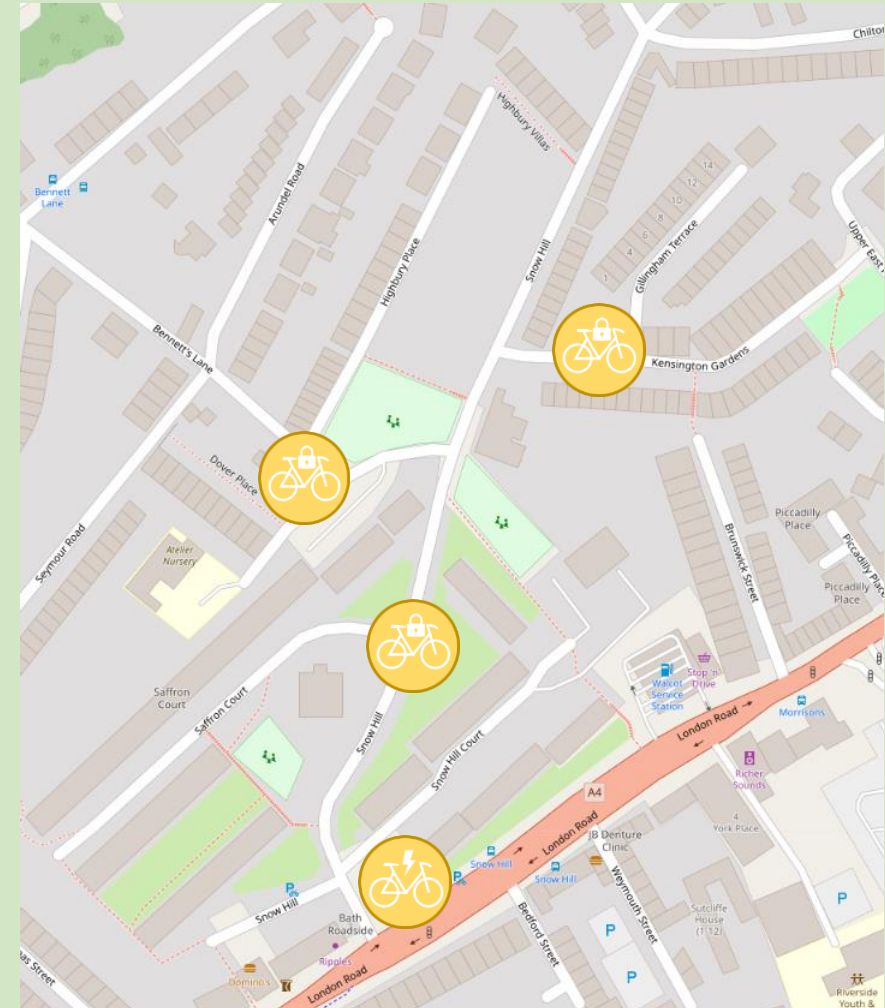
Provision of E-Bike rental at the bottom of Snow Hill to encourage more people to travel actively up the steep roads.



Secure Bike storage hangar  
© Source Sustrans



Rental E-bikes



## Zone 2 Snow Hill

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



### Improve pedestrian crossing at junctions

Improve the crossing provision for pedestrians on the Bennett Lane and London Road junctions with Snow Hill. This would help to allow access for individuals with physical disabilities who cross the areas at these points.

Raised continuous crossings could be used to emphasise pedestrian priority and make crossings more accessible for people.

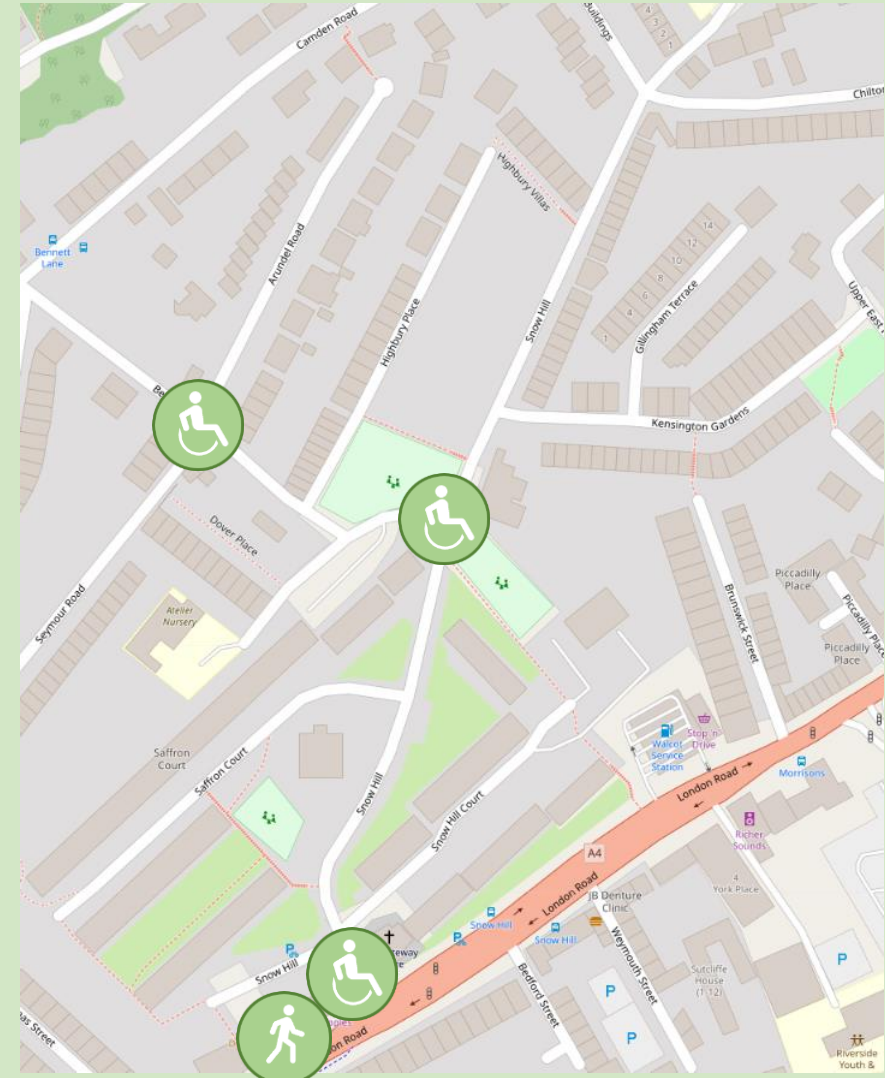
### New pedestrian crossing



New pedestrian crossing on London Road west of Snow Hill junction.



Continuous crossing instalment in Cardiff, Wales © Google Maps 2022



# Zone 2 Snow Hill

Residents' suggestions to improve the public spaces in the area



## Social spaces and greenery

Installation of parklets in green spaces to provide seating and encourage social engagement. This could also provide space for some public art, and cater for secure bike storage to help save space. Seating along Snow Hill could provide respite for people to rest as they walk up the hill.



Installation of planters and other greenery including trees, hedges and wildflowers to help attract natural wildlife and improve local biodiversity. Planters could also provide an opportunity for the local community and residents to 'grow their own'.

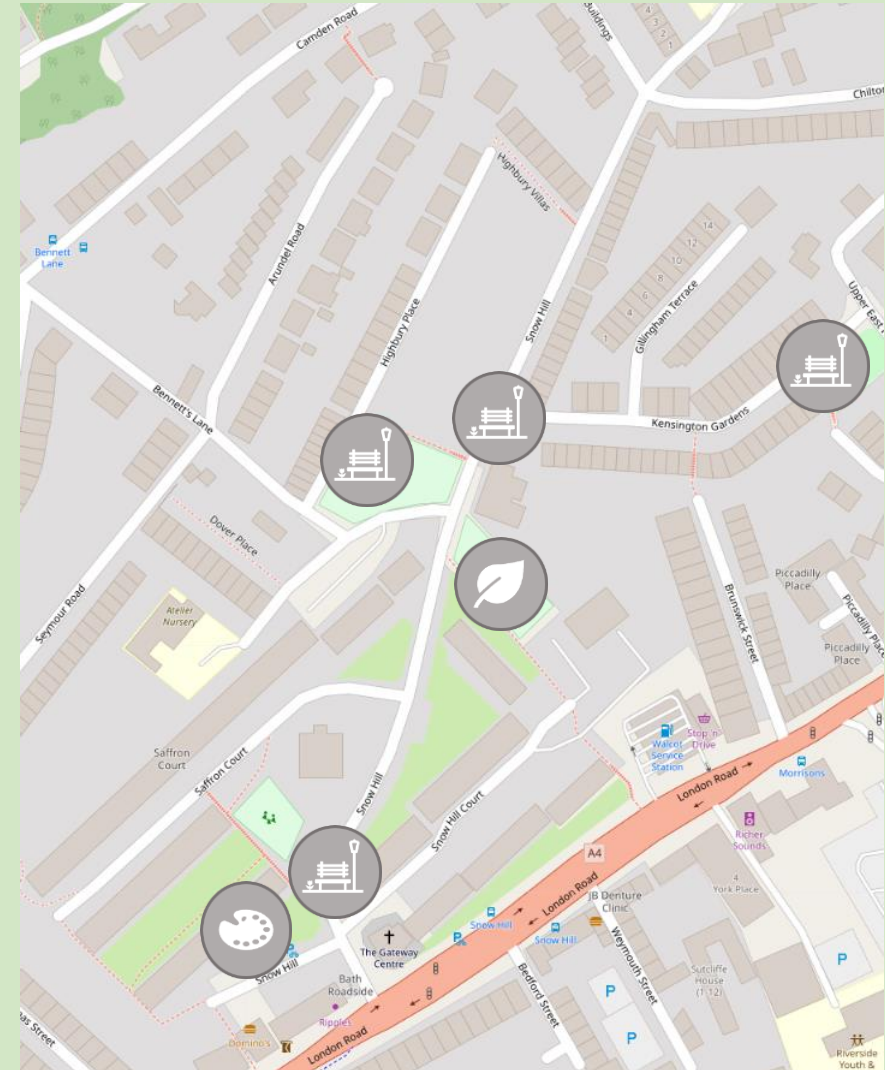


## Public art

Public art installations in the Saffron Court area would help to revitalise the space and encourage greater use from local residents.



Potential for a "grow your own" scheme



# Zone 2 Snow Hill

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

## Snow Hill / London Road Junction



Raised continuous crossing to calm traffic as vehicles pass over the raised surface when coming into and out of the junction.



Weight restriction imposed at the entrances of Snow Hill from the A4 to stop large vehicles coming through the area.

## Snow Hill



Removal of parking along Snow Hill where the road narrows and there are frequent issues with pavement parking.



Potential to install timed parking restrictions along Snow Hill to keep roads clear during busy periods.



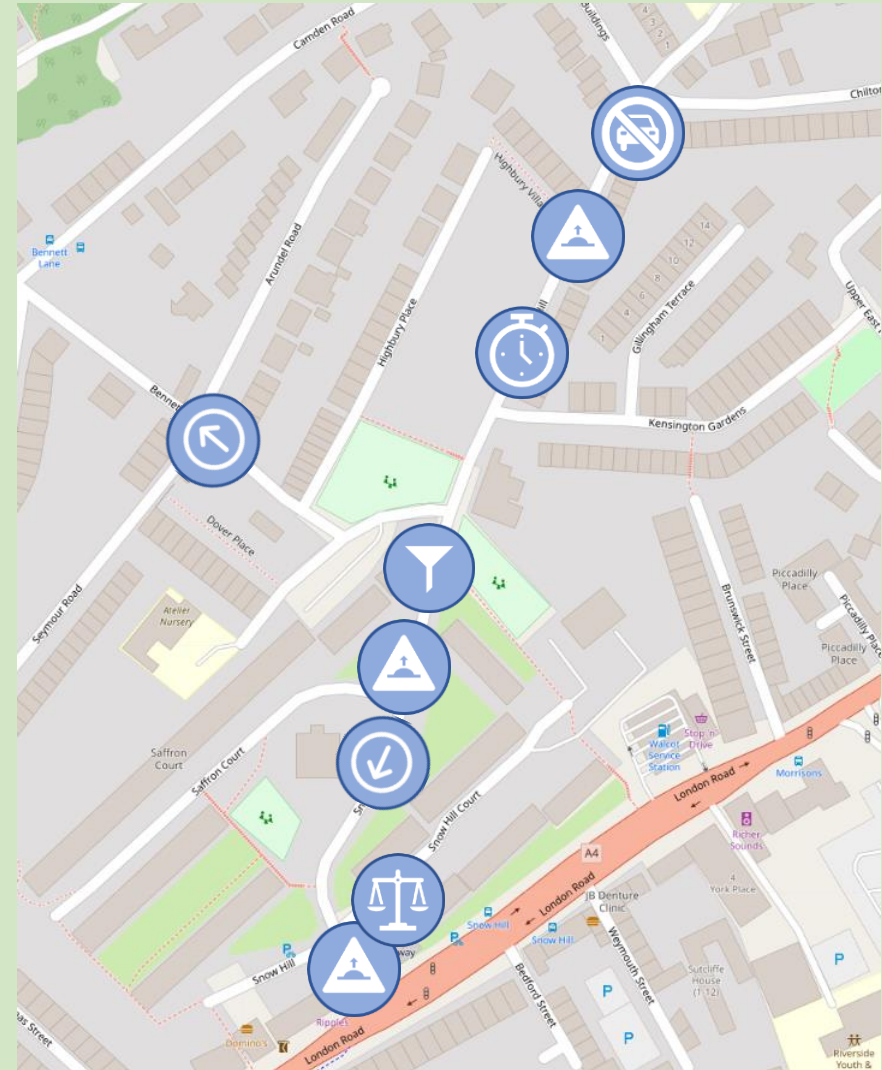
One way system along Snow Hill and Bennett's Lane.



Traffic calming along Snow Hill, possible chicaning parking on either sides of the road to aid in slowing traffic along the route.



Installation of a modal filter (e.g. bollards or planter) would restrict vehicle movements along Snow Hill. This would stop people from outside the area using the route to avoid traffic on London Road. Emergency services would still be provided access through these interventions.



# Zone 2 Snow Hill

Residents' suggestions for maintenance related issues to improve the area



## Maintenance

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



Maintenance of children's play park spaces near Saffron Court.



Refresh paint markings throughout area.



Maintenance to paths and through routes, opening up any locked gates where necessary.



## Communal bin storage

Installation of communal recycling points to reduce the number of bins brought onto the pavement on collection days.

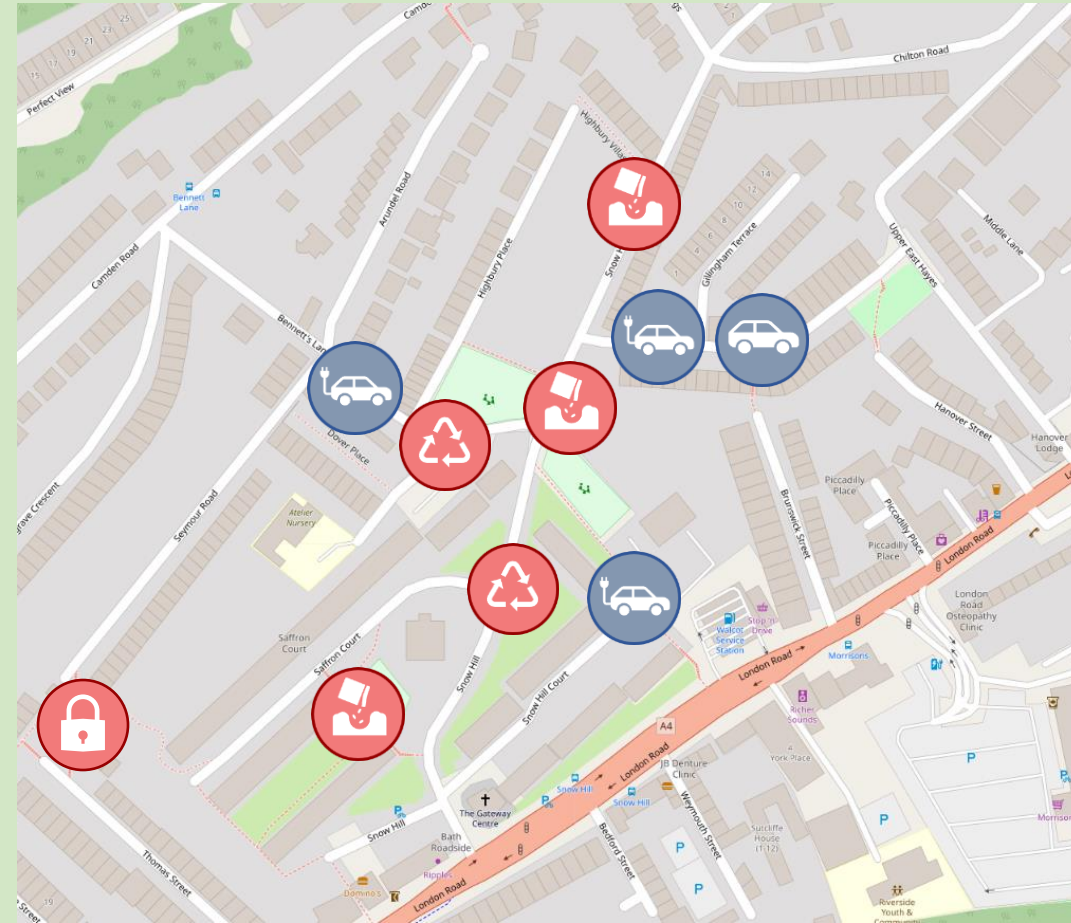


## EV charging and Car Club

Electric Vehicle (EV) charging.



Car Club space.





# Zone 3 Camden Road Businesses

Residents' suggestions to improve cycling opportunities in the area



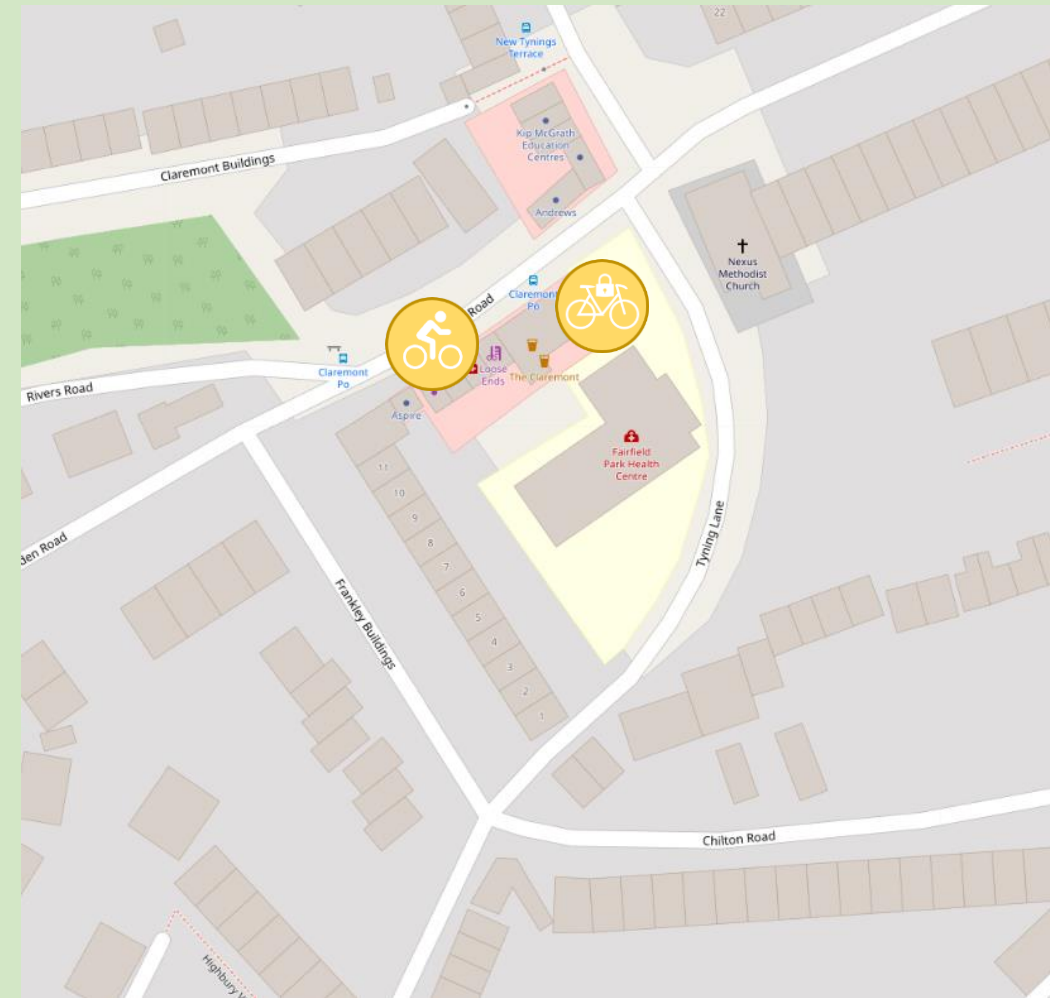
## Secure cycle storage

Provision of secure cycle storage around the local businesses and health centre. This could encourage more people to cycle to these areas.



## Improved cycle safety along Camden Road

Provision of signage and infrastructure that highlights the presence of cyclists to drivers. This would help to change driver behaviour and provide a safer environment for cyclists along Camden Road.



# Zone 3 Camden Road Businesses

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



## Shared space along Camden Road

Suggestion for a raised section of shared space, where the road passes the local businesses.

Space here could be used by businesses including The Claremont Pub for outside dining.



## Crossing on Tying Lane

Provision of dropped kerbs and formal crossing place for people wheeling or walking along Tying Lane. Additional pavement space for pedestrians where possible.

## Crossing at Tying Lane/ Fairfield Road intersection

Provision of signalised pedestrian crossing to improve north to south access from Tying Lane to Fairfield Road.



Temporary painted shared space in Bristol



# Zone 3 Camden Road Businesses

Residents' suggestions to improve the public spaces in the area

## Social spaces and greenery



Reclaim road space from vehicles and installation of a parklets and other furniture for local businesses to use.



Installation of planters and other greenery including trees, hedges and wildflowers to help attract natural wildlife and improve local biodiversity. Greenery has the opportunity to revitalise a space and improve air quality.



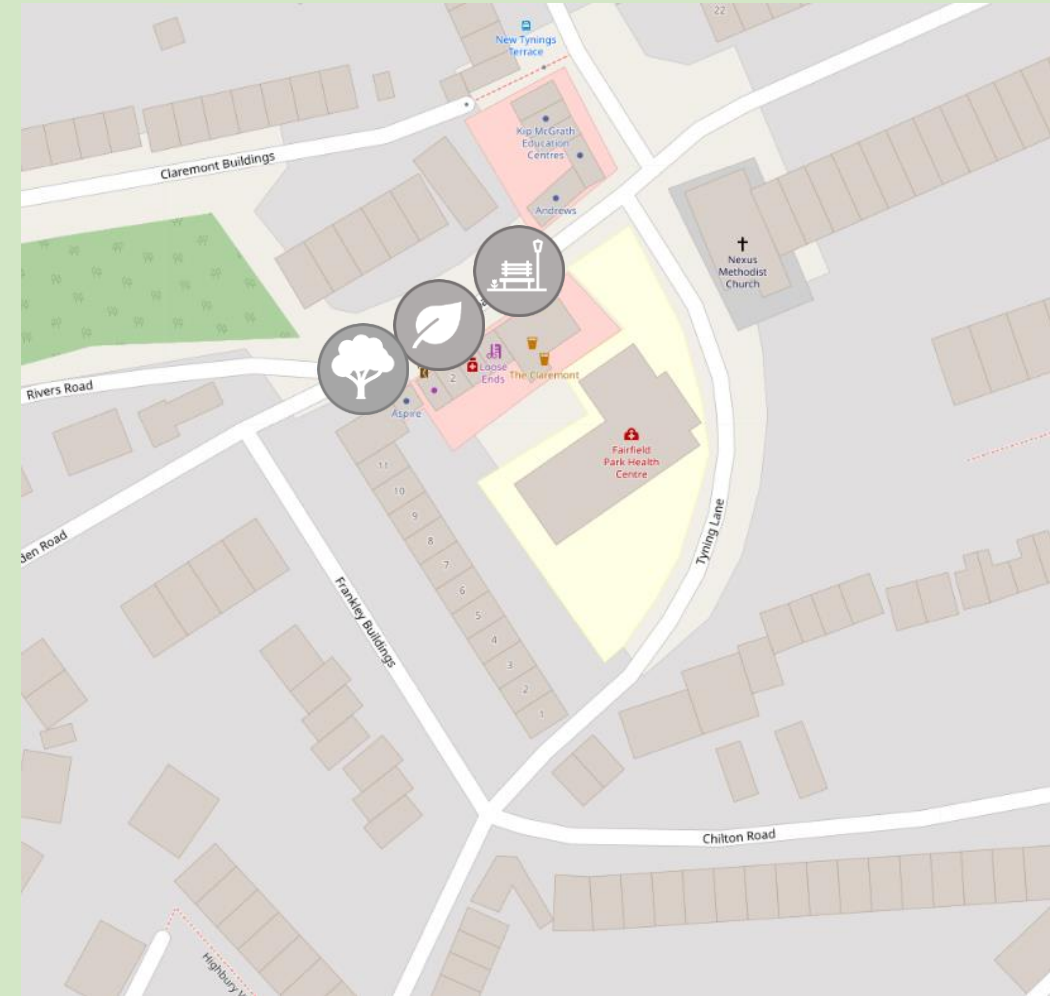
These installations could help to promote the area as a community hub.



Potential for a “grow your own” scheme



Parklet installation © Tiago Cardoso - Cyclehoop



# Zone 3 Camden Road Businesses

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



## Traffic calming along Camden Road

A raised section of road outside the businesses along Camden Road would slow traffic passing the area.



## Signalise Tyning Lane/Fairfield intersection

Signalisation of the junction to improve operational safety for drivers and also pedestrians looking to cross the area.



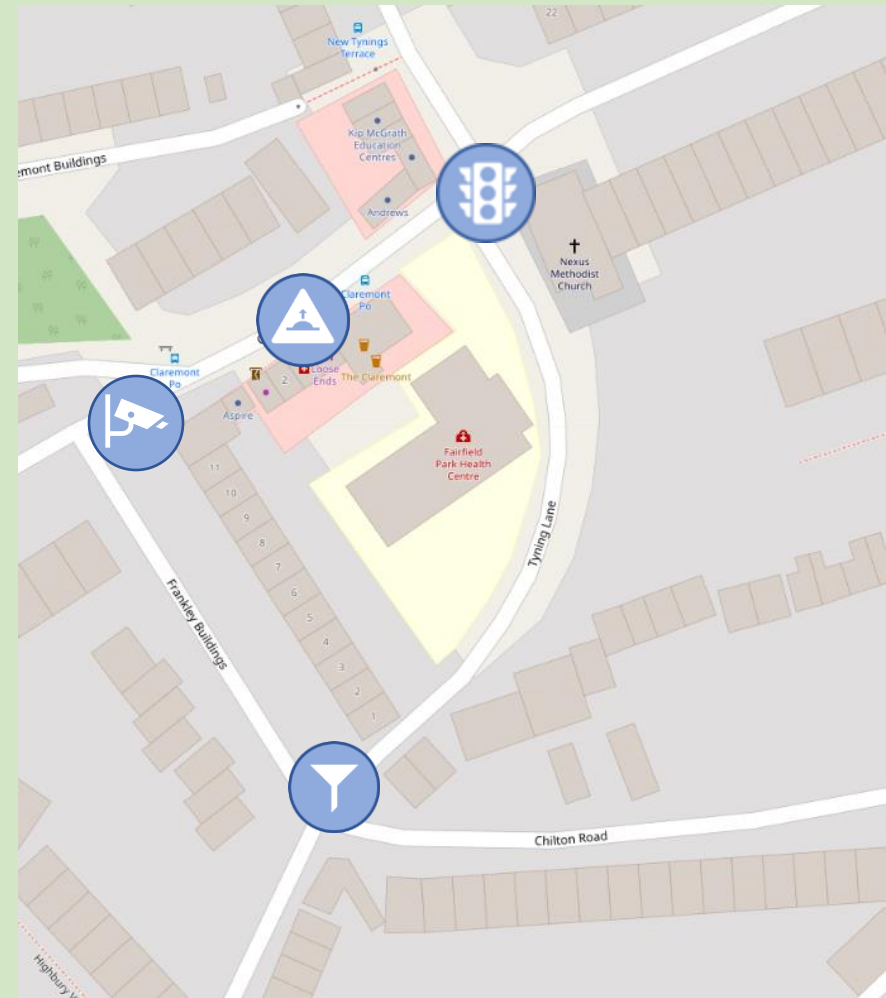
## Speed camera

Installation of a speed camera around the Frankley Buildings to deter speeding in the area. Camera could possibly be an average speed camera.



## Modal filter

Installation of bollards or planters to restrict vehicle movements but still allow access for pedestrians and cyclists. This could help to stop through traffic using the area as a shortcut. Emergency services would still be provided access through these interventions.



# Zone 3 Camden Road Businesses

Residents' suggestions for maintenance related issues to improve the area



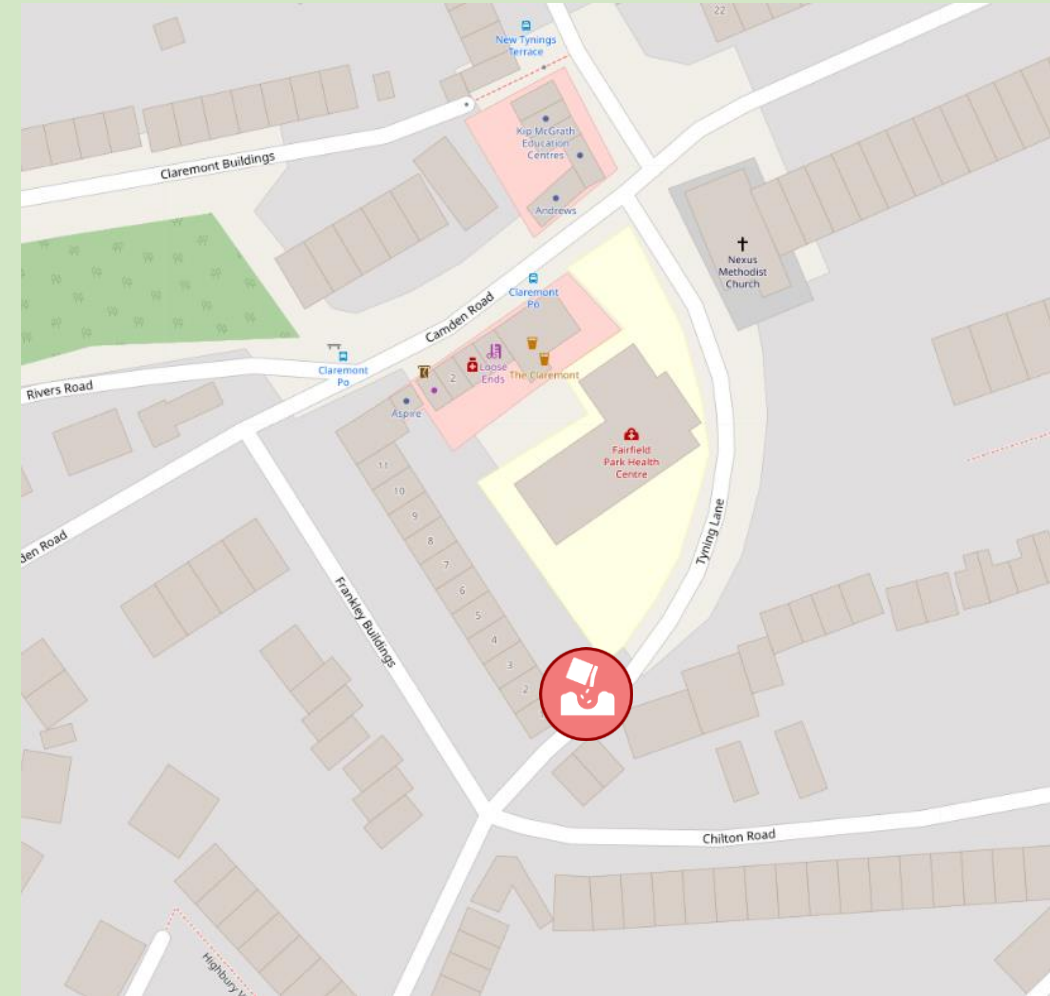
## Tynning Lane

Maintenance of the road to improve surface condition.

Improvement to pedestrian facilities such as dropped kerb near the Frankley Buildings junction to improve pedestrian connectivity.



Tynning Lane © Google Maps 2022



# Zone 3 Camden Road Businesses

Residents' suggestions of proposals to improve other issues in the area.



## Bus services

At the workshop, residents commented that the bus services along Camden Road and Fairfield Road had recently been reduced.

This has had an impact on how the community travels around the area with more people having to rely on using their car due to the lack of buses.

School children have been impacted also and reportedly have to walk over 15 minutes to get a bus which will take them to their school.

Reimplementation of routes would promote an increased usage of public transport in the area and reduce car usage.



## EV Charging

Installation of EV charging points along Tynning Lane.



# Zone 4 Claremont Road

Residents' suggestions to improve cycling opportunities in the area

## Improved cycle safety along Claremont Road and Eastbourne Avenue

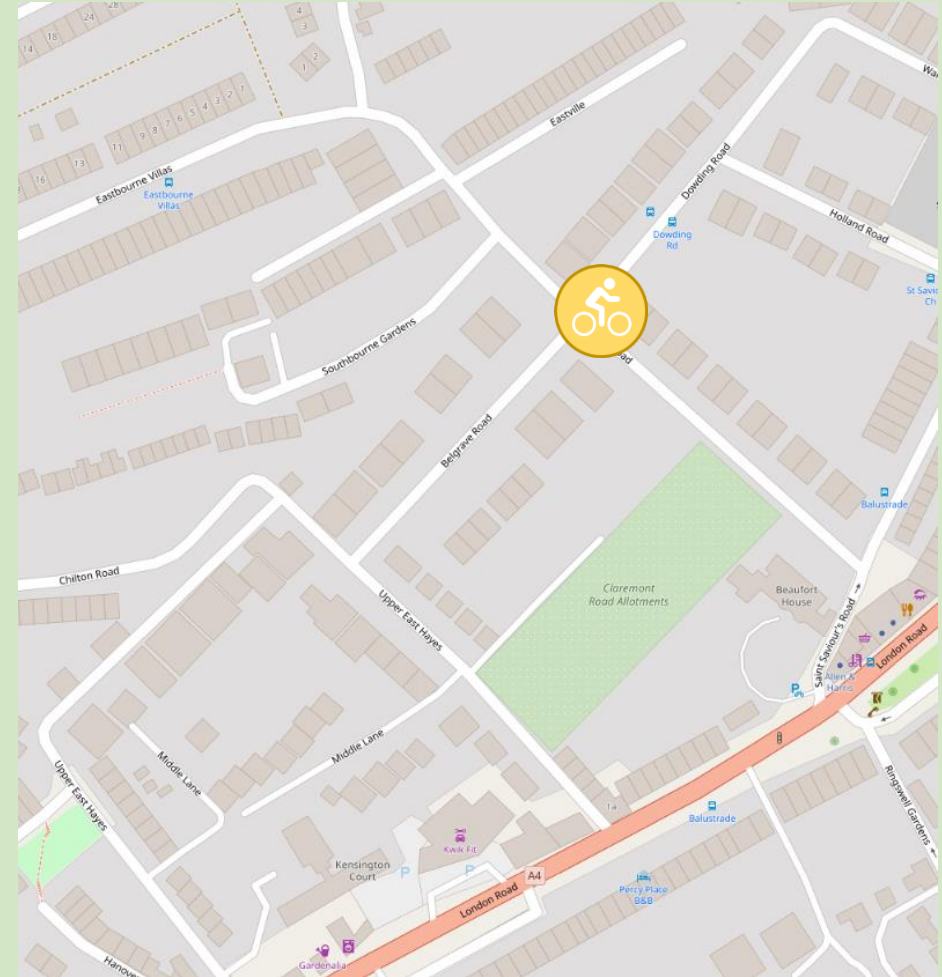


Provision of signage and infrastructure which highlights the presence of cyclists to drivers.

Potential to include a cycle lane headed north up Claremont Road.



Claremont Road © Google Maps 2022



## Zone 4 Claremont Road

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



### One-way system on Eastbourne Avenue

Residents suggested a one way route along Claremont Road. This arrangement would provide more road space for pedestrians, cyclist or residents parking. This would also help to discourage through traffic using the route to avoid traffic on London Road.



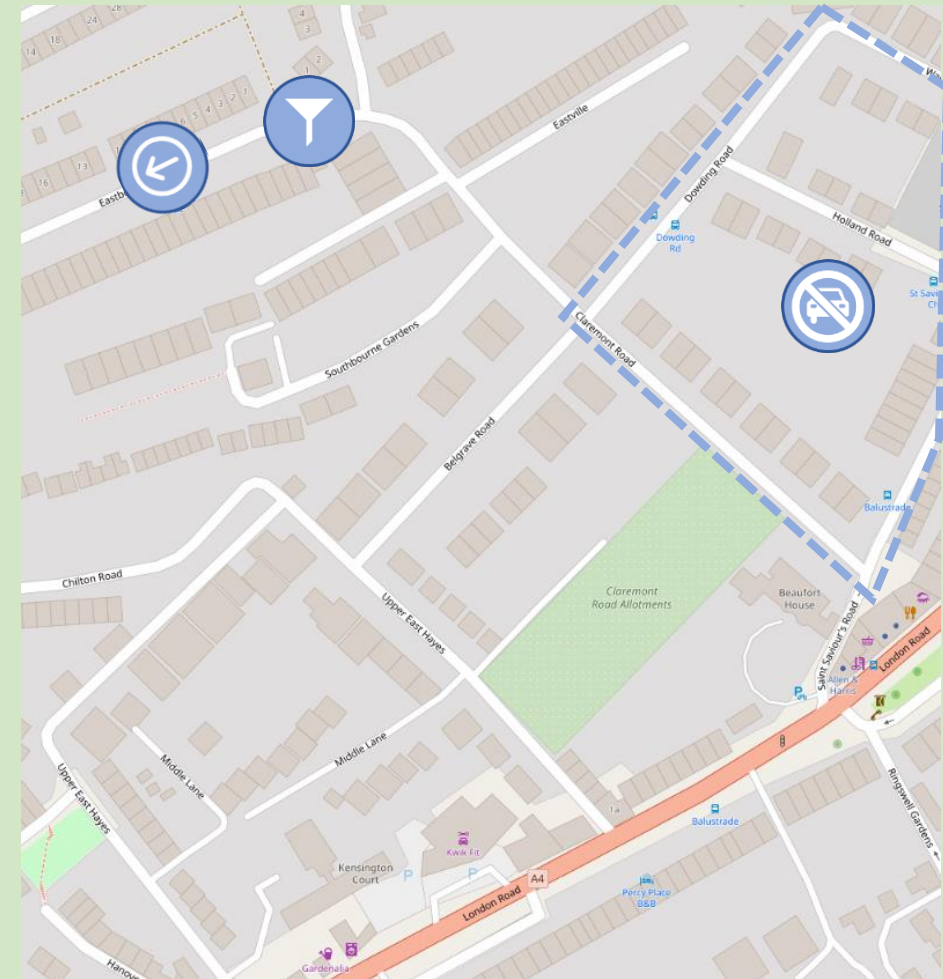
### Modal filter along Eastbourne Avenue

Residents would like to stop through traffic using this route to avoid traffic. They suggested a modal filter (e.g. bollards or planters) which would prohibit movements of vehicles whilst still allowing access for pedestrians and cyclists. Emergency services would still be provided access through this intervention.



### Long-term parking ban

Provide enforcement to stop parking of holiday makers using area to get the national express bus to Bristol Airport and leaving vehicles for long periods of time.





# Zone 4 Claremont Road

Residents' suggestions of proposals to improve other issues in the area

## EV charging



Installation of EV charging facilities along Claremont Road and Eastbourne Avenue.

## Improved bus services through area

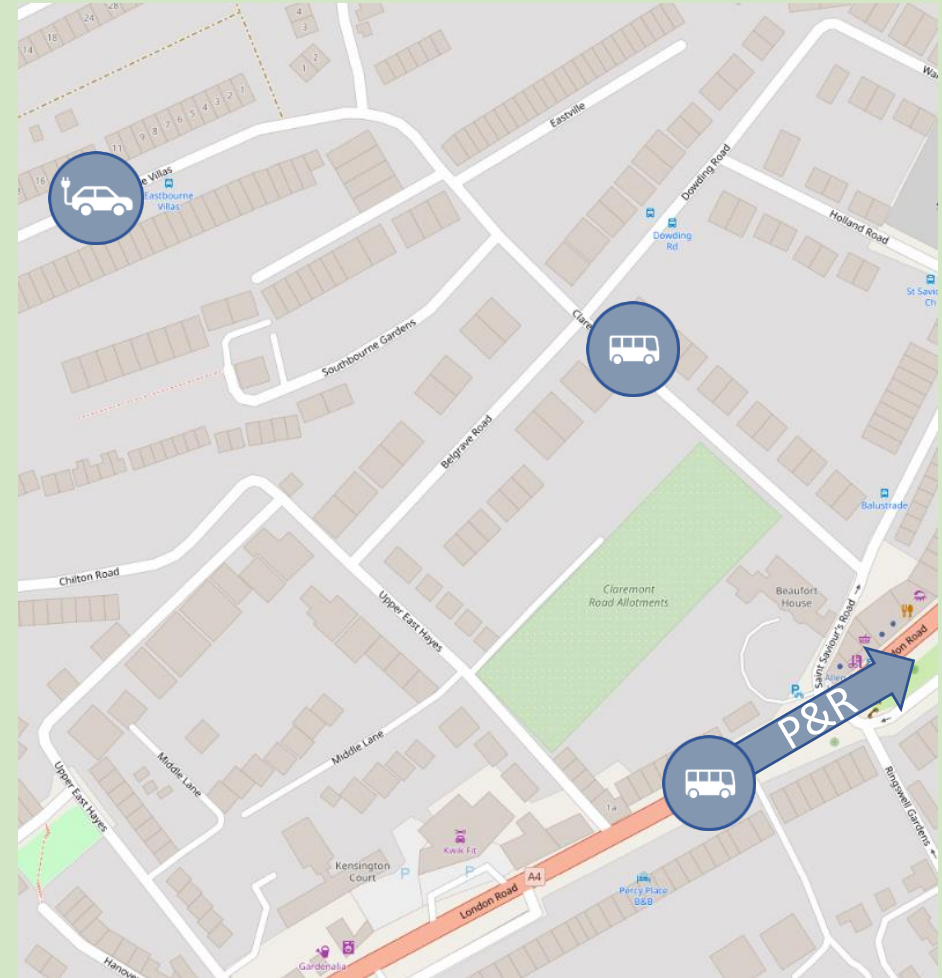


Improvement of bus service connectivity to the town centre and beyond.

## Park and ride to the east of Bath



Suggestion from residents to provide a park and ride facility to the east of Bath to reduce traffic along London Road and commuter vehicles parking in the local area.



# Zone 5 Morrisons and Kensington Meadows

Residents' suggestions to improve cycling opportunities in the area



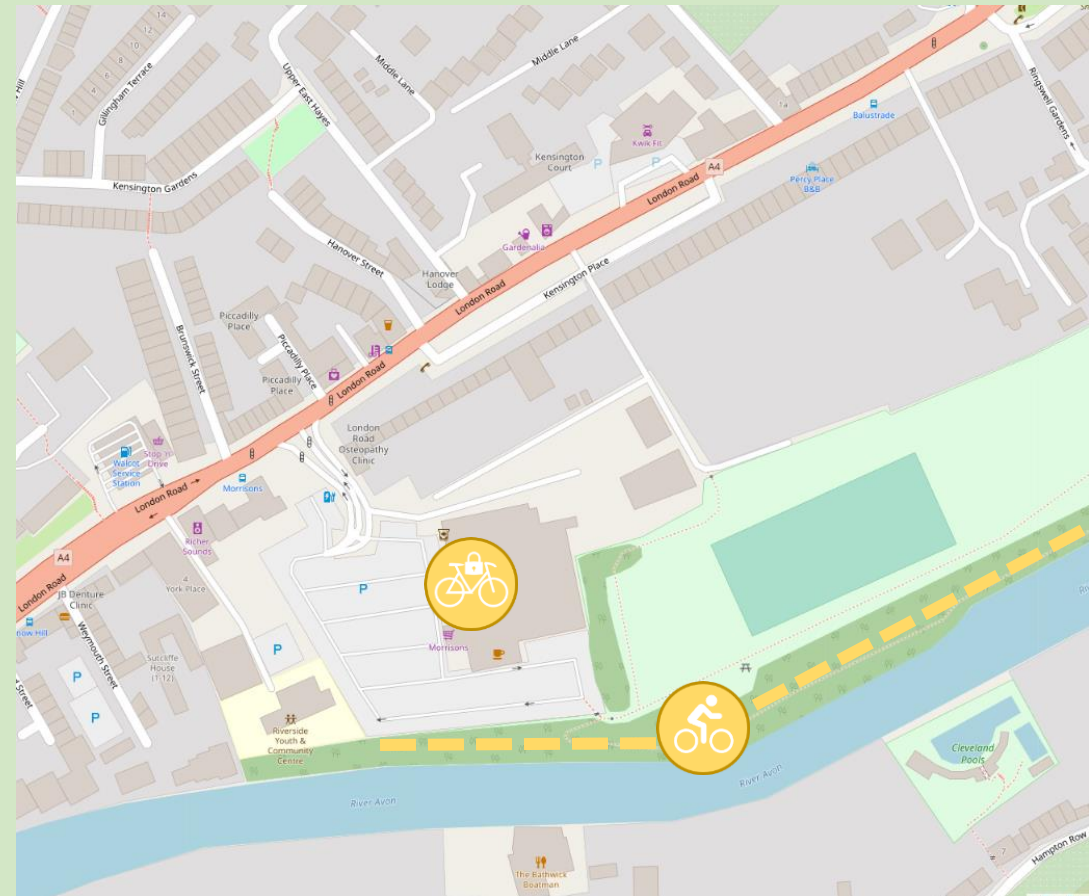
## Secure cycle storage

Secure bicycle storage within the area of Morrisons and Kensington Meadows to encourage people to cycle to the area.



## Improved cycle facilities along the River Avon

Widen existing footpath to accommodate both pedestrians and cyclists. Path could be done similarly to the Bristol-Bath cycle path.



# Zone 5 Morrison's and Kensington Meadows

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



## Improvements to Morrison's Junction pedestrian crossings

Widening of footways at crossing points to reduce crossing distance and improve safety and access for people with physical disabilities.

Investigate changing timing to reduce time pedestrians wait to cross the road.

## New crossing along A4



New crossing near Meadows Lane to provide a safe crossing between Snow Hill area and Kensington Meadows.

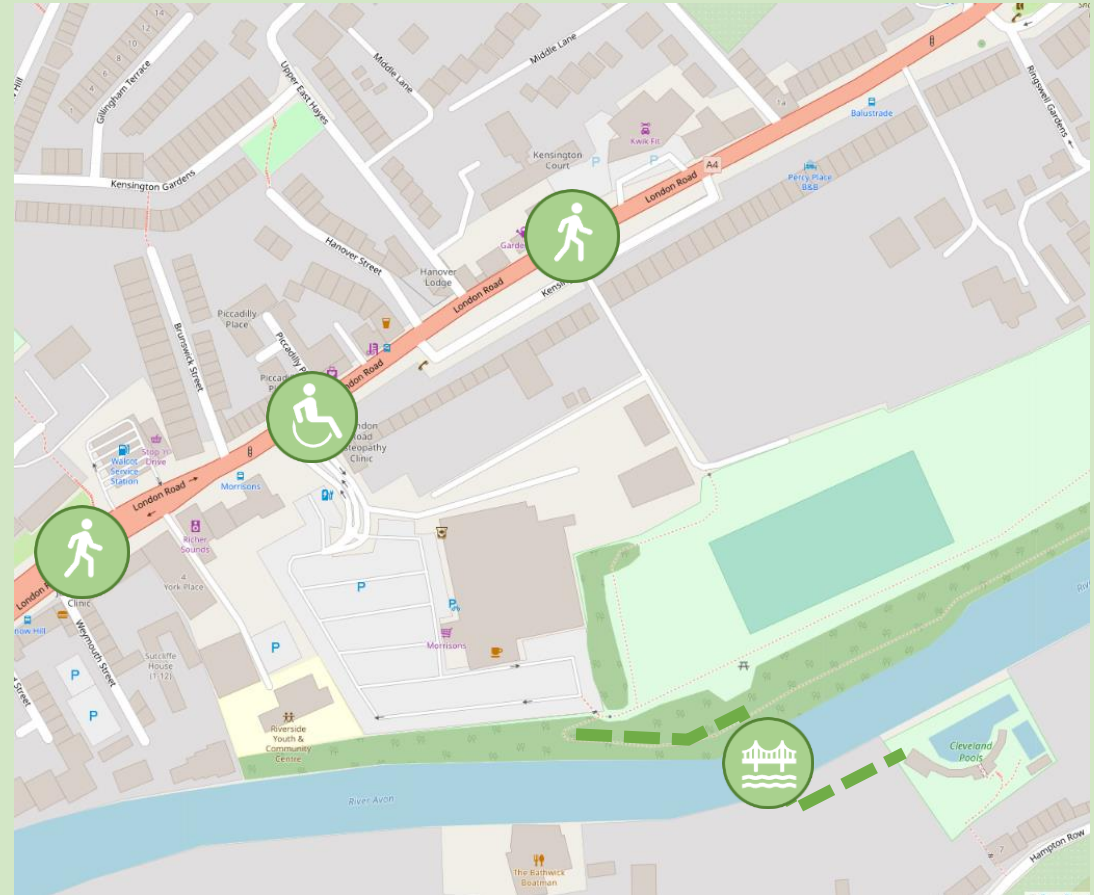


New crossing near Weymouth Street.



## New Crossing over River Avon

Crossing provision to the Cleveland Pools from Kensington Meadows to allow local residents to easily access the facilities once they are renovated. This would also open a new corridor for residents south of the river to access the London Road and Snow Hill area.



# Zone 5 Morrisons and Kensington Meadows

Residents' suggestions to improve the public spaces in the area



## Parklets and social space in Kensington Meadow

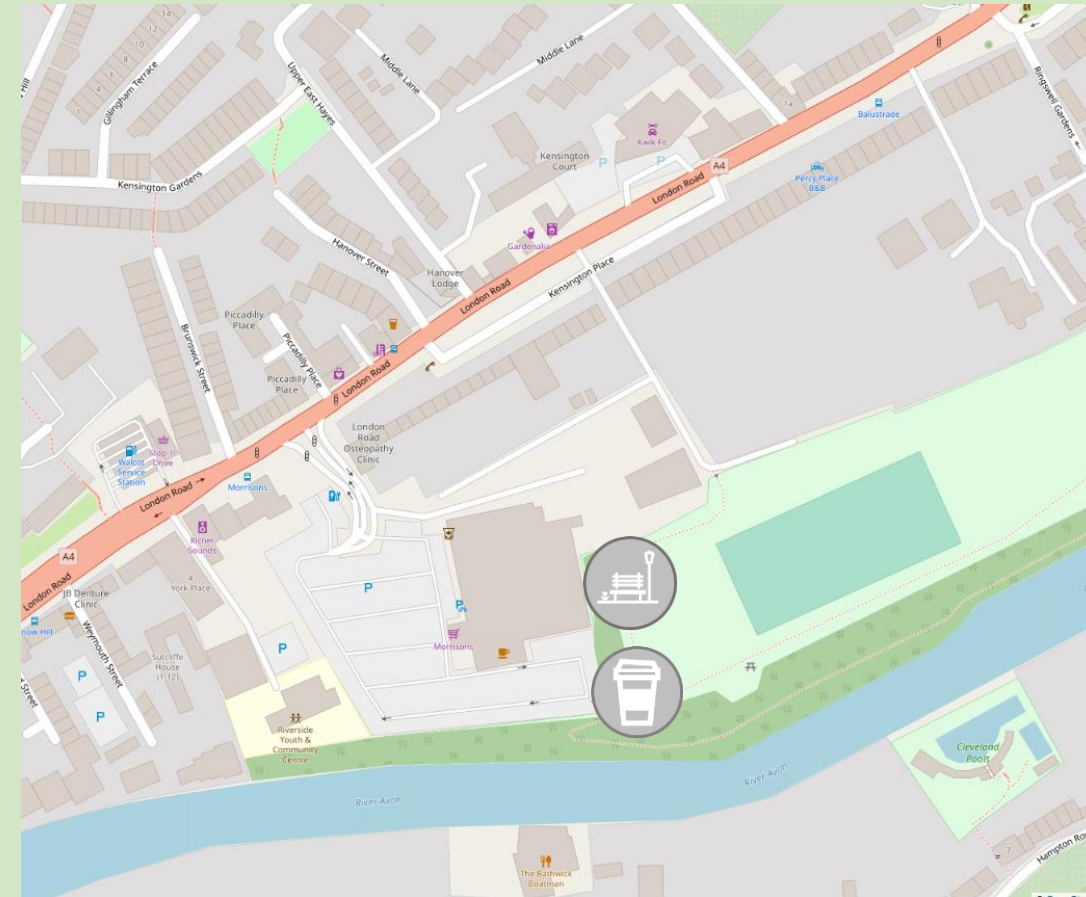
Installation of parklets and social spaces in Kensington Meadow would provide locals and visitors a space to relax and enjoy the area.



Space allocated for local mobile business to come and sell refreshments.



Castel Park Coffee Co, Castle Park, Bristol - © Bristol Post



# Zone 5 Morrisons and Kensington Meadows

Residents' suggestions for maintenance related issues to improve the area

## Footpath widening along London Road



Widening of footpaths on both sides of London Road near the entrance to Morrisons.



London Road © Google Maps 2022

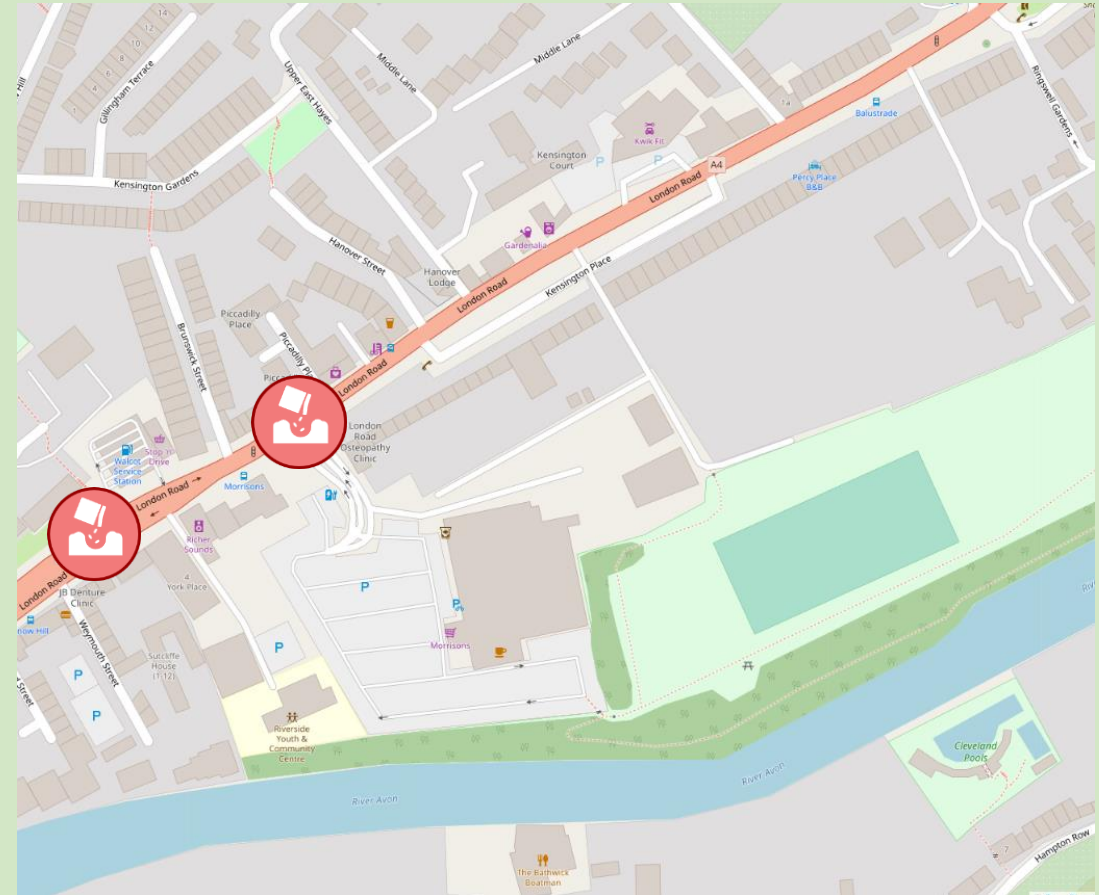
## Maintenance of trees and planters along London Road



Planters and trees in the centre of London Road are in need of maintenance due to overgrowing of vegetation.



London Road © Google Maps 2022



# Zone 6 Camden Road and Perfect View

Residents' suggestions to improve cycling opportunities in the area

## Cycleway along Perfect View



Use of signage and markings to direct cyclists along Perfect View (see dashed line) to avoid the dangerous section of Camden Road.

## Improved cycle provision along Camden Road

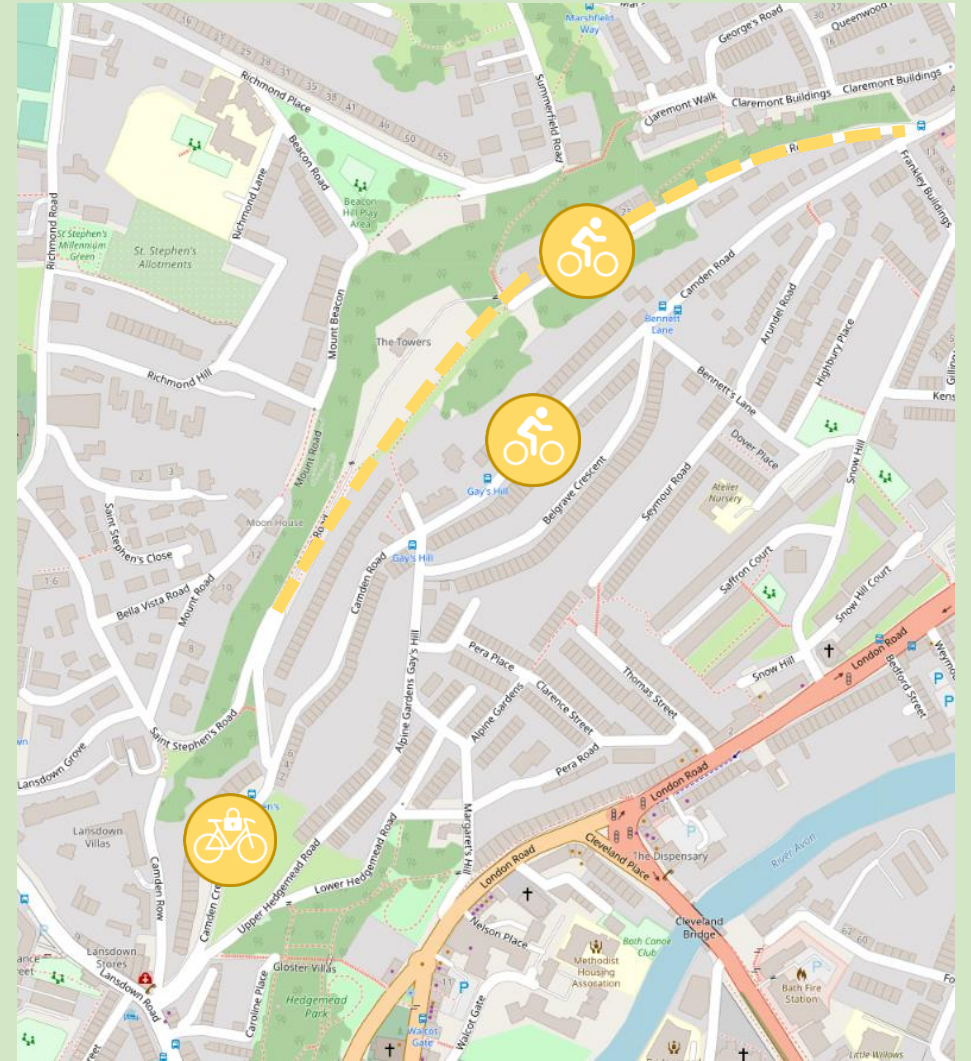


Improve cyclist priority along Camden Road with infrastructure and signage to make drivers aware of their presence. This would help to change driver behaviour and provide a safer environment for cyclists along Camden Road.

## Secure cycle storage



Secure cycle storage located along Camden Crescent would provide residents the opportunity to safely secure bicycles in the area.



# Zone 6 Camden Road and Perfect View

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

## Improve pedestrian connectivity



The Camden Road junction with Bennett Lane and Belgrave Crescent is difficult for pedestrians to cross due to lack of dropped kerbs, large junction size and local terrain.

Look at improving this junction to better suit easy access for pedestrians.

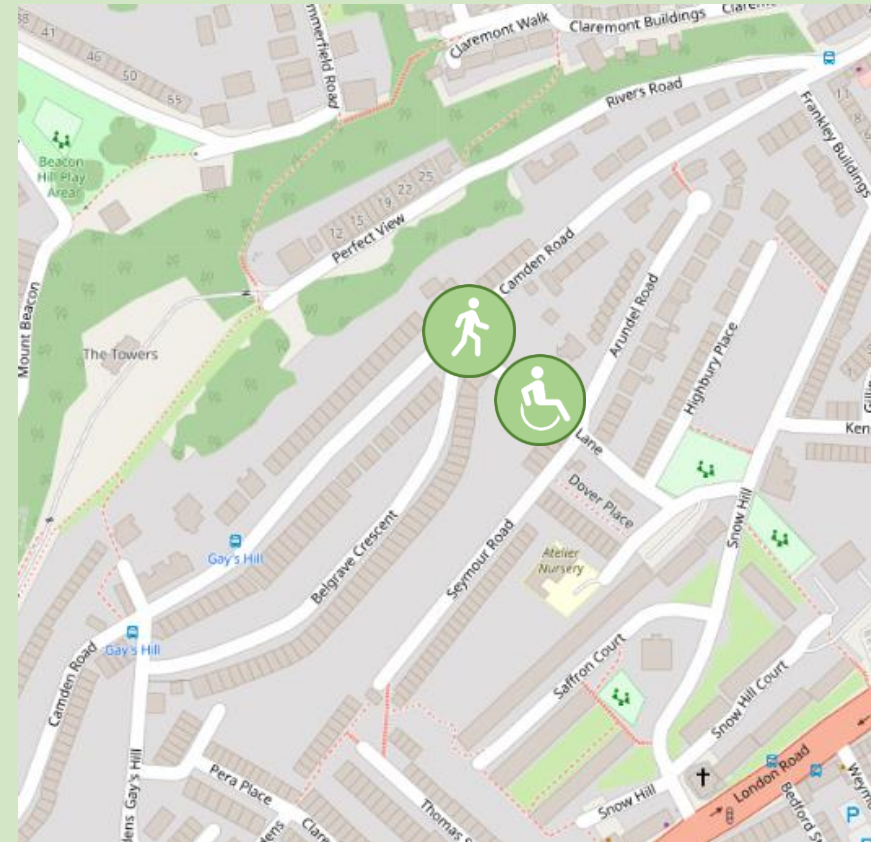
## Levelling of pedestrian footpath along Bennett Lane



Existing footway is reported to be unlevel and difficult to navigate for people with disabilities. Improvements to make footway more accessible in this area would make it easier for all to access.



Camden Road junction with Bennetts Lane and Belgrave Crescent  
© Google Maps 2022



# Zone 6 Camden Road and Perfect View

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

## Average speed camera along Camden Road



Installation of speed cameras or average speed cameras along Camden Road would deter the speeding traffic.

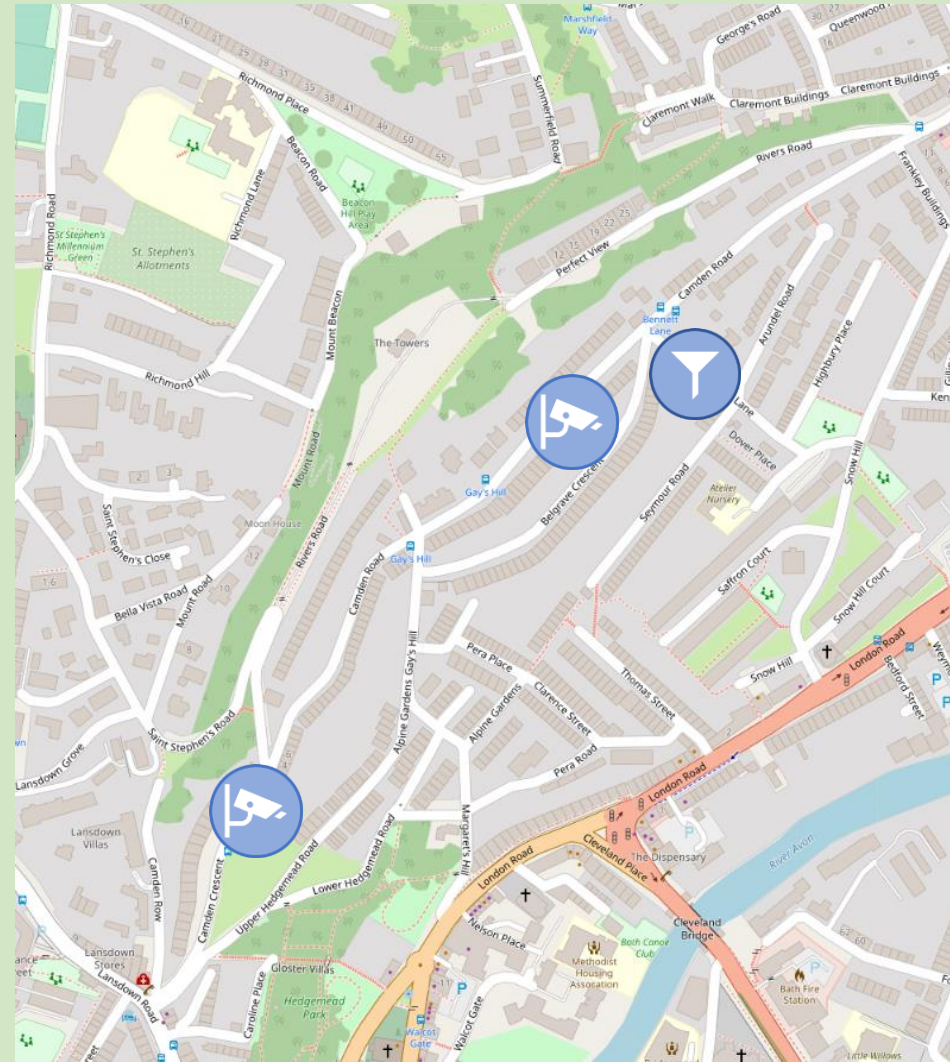
Average speed cameras time the journey of a vehicle between the two points. These times could be used to determine the average speed that the vehicle was travelling.

## Modal filter at the top of Bennett Lane



Installation of bollards or planters would restrict vehicle movements but still allow access for pedestrians and cyclists. Emergency services access would still be maintained.

This could help to stop through traffic using the narrow lane as a shortcut and help to improve local air quality and pedestrian safety along this route.





# Zone 6 Camden Road and Perfect View

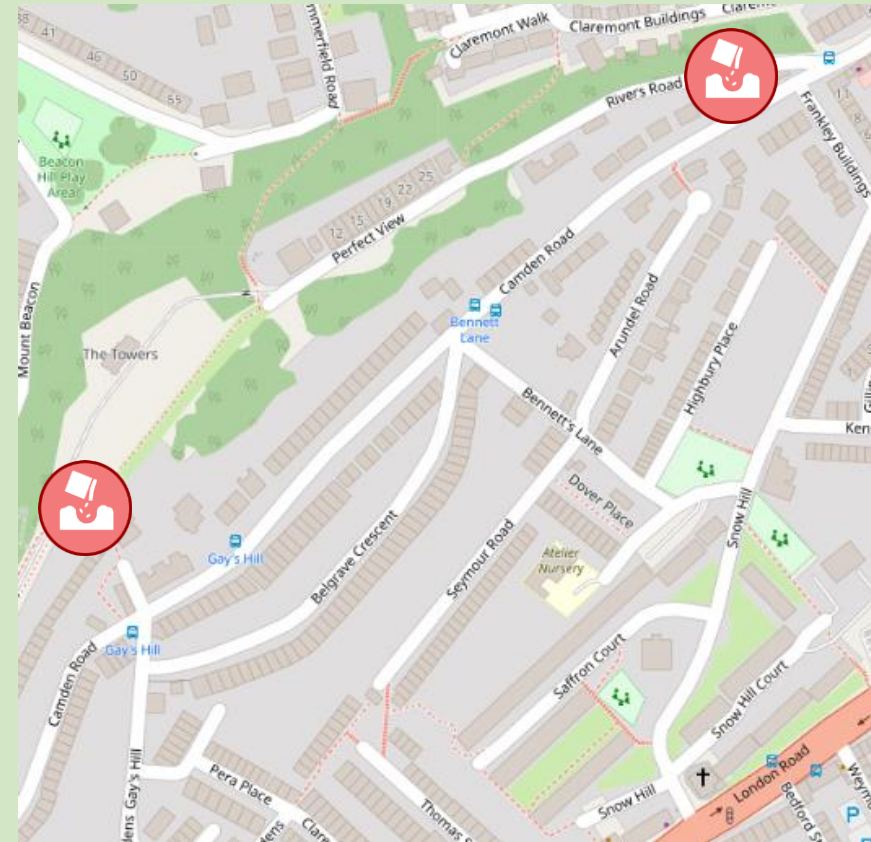
Residents' suggestions for maintenance related issues to improve the area



## Perfect View signage

According to anecdotal reports, there are currently signs installed along the public footway which prohibits or deters access along Perfect View.

Removal of signs and introduction of new signage highlighting the route to pedestrians would allow access to and through this area.



## Other Behaviour Change Interventions



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

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

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

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

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



## Conclusion and Next Steps

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

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

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

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

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

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

## Quality Information

<u>Prepared by</u>	<u>Checked by</u>	<u>Verified by</u>	<u>Approved by</u>
AS	MM	HH	CB

## Revision History

<u>Revision</u>	<u>Revision date</u>	<u>Details</u>	<u>Authorised</u>	<u>Name</u>	<u>Position</u>
P01	30/08/2022	-	HH	HH	Associate Director
P02	01/09/2022	Client comments	MM	MM	Senior Consultant
P03	02/09/2022	Client comments	MM	LD	Principal Engineer
P04	06/09/2022	Client comments	MM	LD	Principal Engineer
P05	06/09/2022	Client comments	MM	LD	Principal Engineer
P06	10/10/2023	-	HH	HH	Associate Director

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