



# Lower Lansdown and the Circus 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 27<sup>th</sup> of July for residents in the Lower Lansdown and the Circus area of Bath.

During the workshops, we helped residents express 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 Lower Lansdown and the Circus 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.**

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# Background

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

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

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

The original LN application for Lower Lansdown and the Circus area detailed issues surrounding speeding through-traffic, pedestrian safety when crossing roads, enforcement of 20mph speed limits, and the associated air and noise pollution from vehicles and idling coaches in the area.

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.

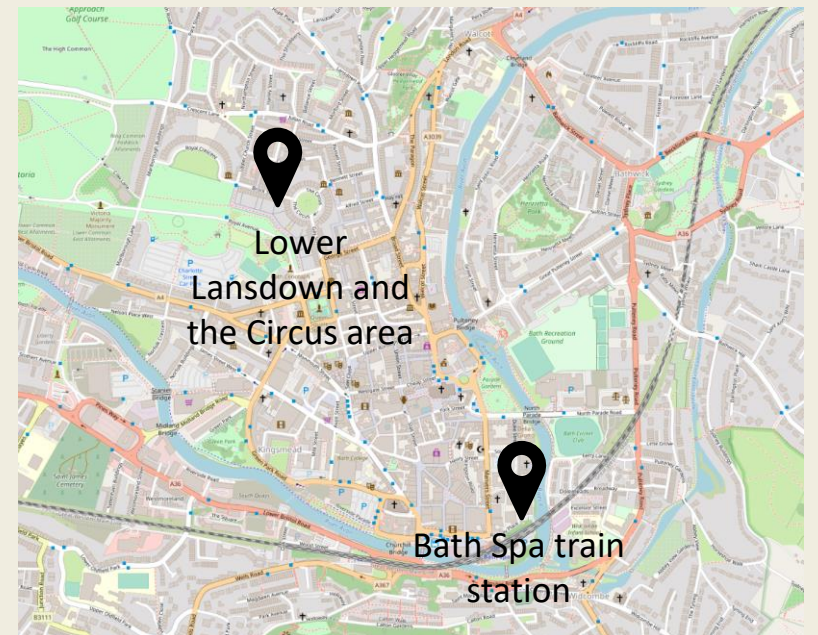
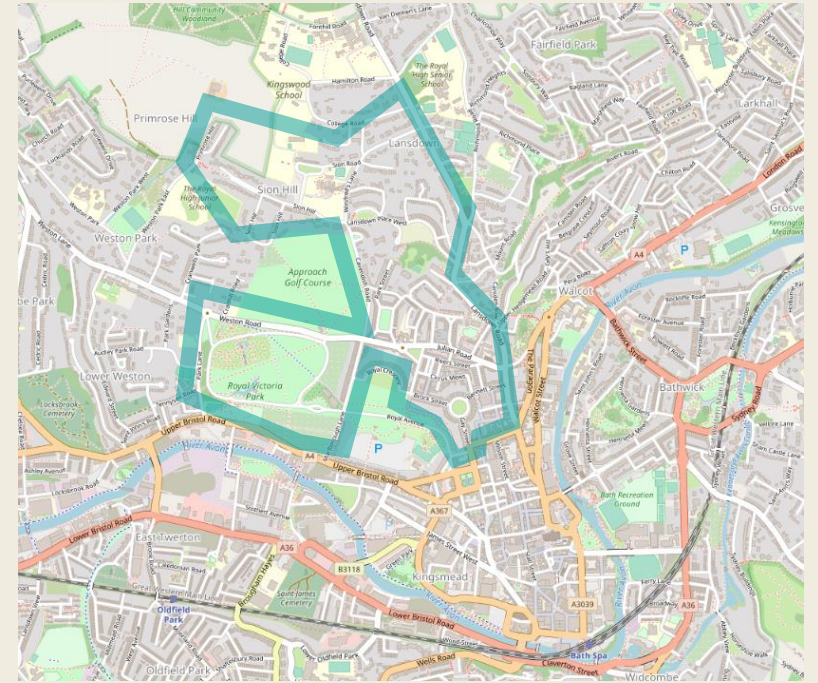
# About Lower Lansdown and the Circus area

Lower Lansdown and the Circus area is located near the centre of Bath and is approximately 0.7 miles from Bath Spa train station.

The area is mainly residential with clusters of commerce around the Circus area. There are also key places which are significant to Bath's heritage, these include Royal Victoria Park, the Assembly Rooms, The Royal Crescent, the Circus, St James Square and Lansdown Crescent. These are popular destinations for tourists who visit the city.

From discussions at the workshops there appears to be six key areas to Lower Lansdown and the Circus area:

- The Circus area
- Cavendish Road and Lansdown Crescent
- Julian Road
- Marlborough Buildings
- Royal Victoria Park
- Royal Crescent and Royal Avenue



# Outcomes of earlier Public Engagement

In December 2021, the council invited people to submit feedback across the 15 LN areas being prioritised. Out of the 1,625 responses submitted, 375 people commented on Lower Lansdown and the Circus area. Below is a summary of what people said.

## What is good about the area?

- 197 said 'close to shops and services'
- 178 said 'strong community spirit'
- 120 said 'good accessibility such as walking, wheeling and cycling'

## What issues are experienced?

- 257 said 'through traffic'
- 227 said 'speeding traffic'
- 124 said 'parking'
- 122 said 'school run traffic'
- 89 said 'HGV traffic'
- 89 said 'space for wheeling, walking or cycling'

## What measures could improve the area?

- 228 said 'a restriction on through traffic or HGVs'
- 80 said 'new pedestrian crossings'
- 75 said 'EV charging facilities'
- 73 said 'better or more residents parking'



People discussing ideas at the Great Pulteney Street workshop

# Key themes Identified in Earlier Public Engagement

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

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

**Better allocation of road space for pedestrians.** Cars can dominate our residential streets leaving inadequate space for pedestrians. 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.

**Traffic interventions** could include **traffic calming, 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.

**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.**

# The Workshop

The workshop took place in St Stephens Church on the 27th 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.

85 people registered for the event, 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 Lower Lansdown and the Circus area? What needs nurturing?
- Group feedback

Break

Exercise 4

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



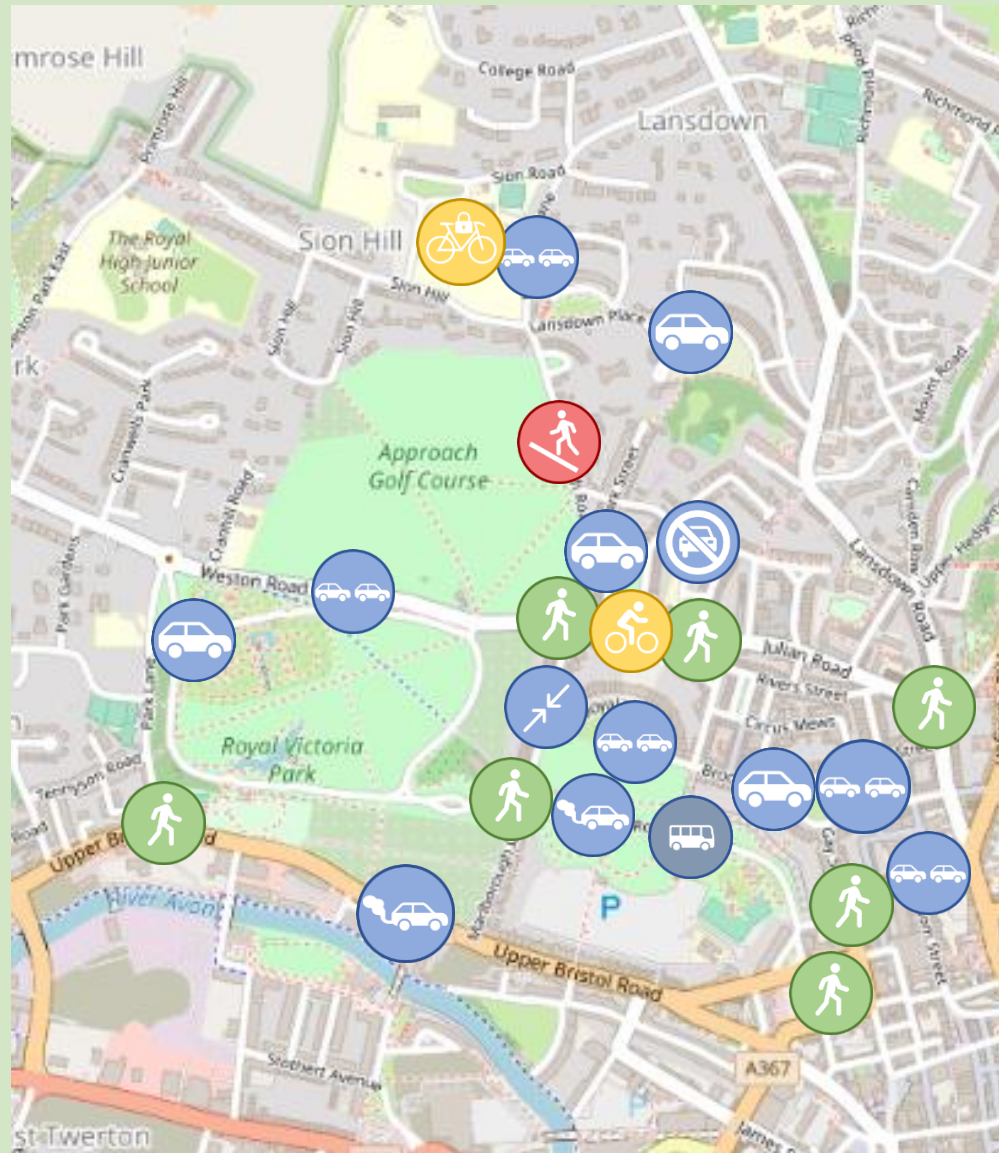
People discussing ideas at the Great Pulteney Street workshop





## 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. Reports of pedestrians being unable to cross the roads for long periods of time.



Idling vehicles and congestion in the area including coaches which contribute towards air pollution.



Area used as a through route to avoid traffic on the main roads.



Issues with residents being able to park due to competing demand with visitors staying at local hotels.



Narrow footways which leads to people having to walk in the road.



Congestion and speeding during peak times and school traffic.



Steep hills can cause issues for people walking and wheeling in the area.



Poor cycle facilities or lack of cycle lanes make it unsafe to cycle in the area.

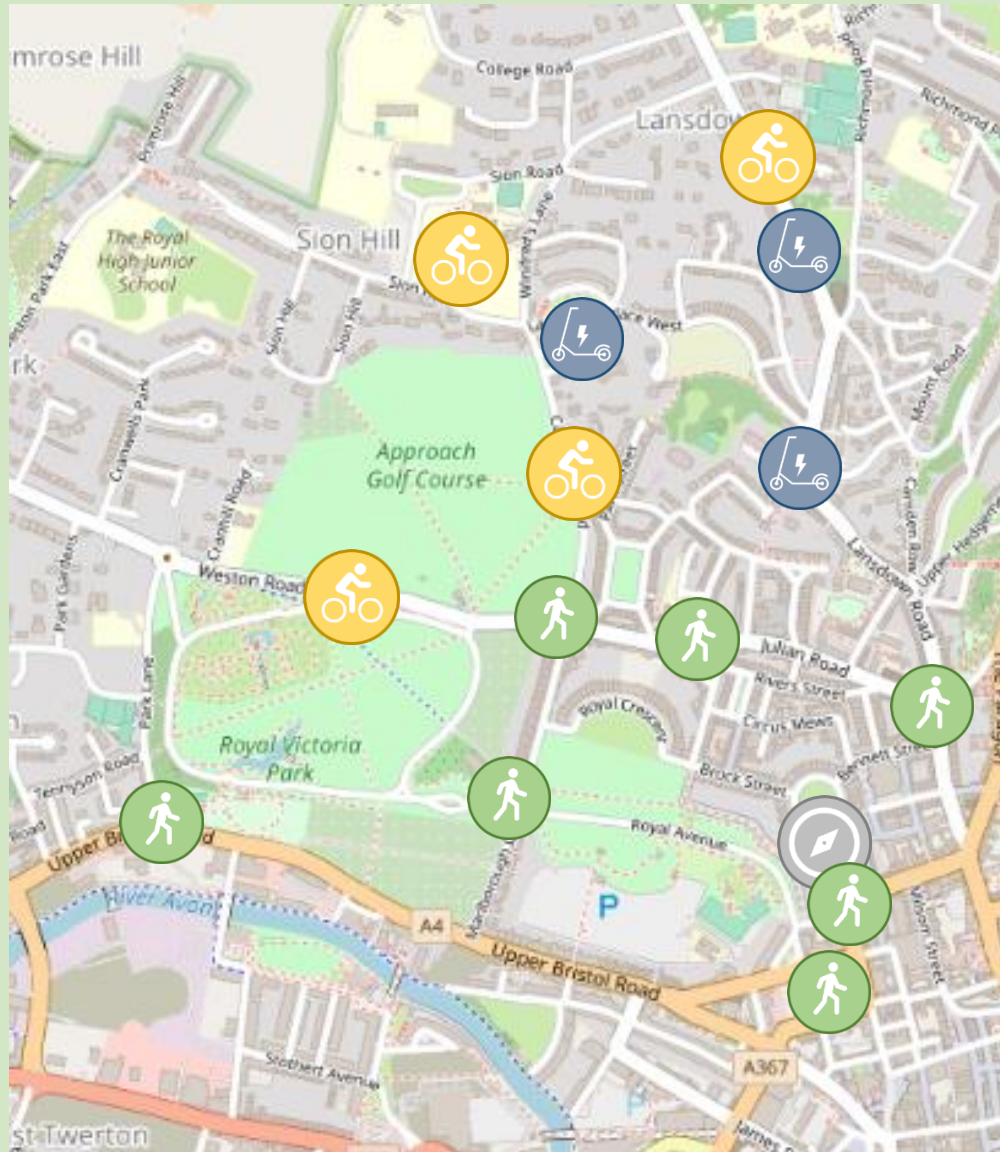


Lack of cycle parking



## 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.



Residents and tourists walk around the area but poor crossing points can make this difficult and dangerous at times. The lack of lighting in some areas make it feel unsafe at night.



There are some cyclists in the area but speeding traffic and confusing junctions can pose a risk to cyclists. The steep hills can also be seen as a big barrier to cycling north to south



Many people use e-scooters to get around which is great for all the hills and easier than cycling, however, they clutter footways with no proper designated parking bays.



A lack of wayfinding signage can often make it difficult for people and tourist to walk to places of interest.



## What did we learn...?

- There are issues of speeding through-traffic on a number of roads in the area which include Royal Victoria Park, Cavendish Road, Marlborough Buildings, Julian Road, Lansdown Crescent, Upper Gay Street, Brock Street, Circus Mews / Catherine Place, the Circus and St James's Square.
- There are lots of residents and tourists who walk or wheel around the area however, the footways and crossing facilities could be improved to provide better safety for people.
- It's felt that high volumes of speeding traffic poses a danger to those who are walking and cycling.
- There are issues with traffic around George Street and the Upper Gay Street junction. This traffic causes problems for pedestrians who struggle to move safely around the area.



People discussing ideas at the Great Pulteney Street workshop



People discussing ideas at the Mount Road workshop

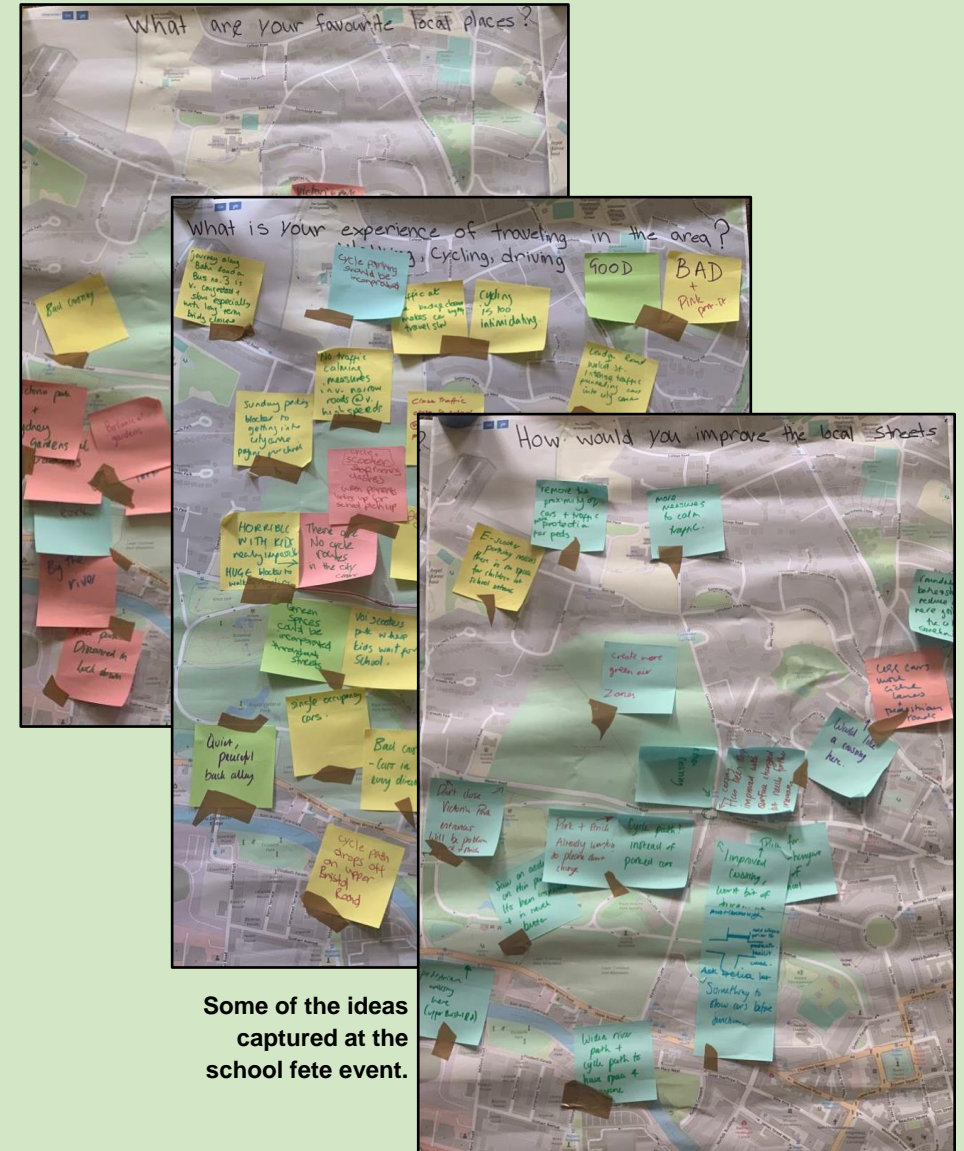
# The Sustrans Workshops

Sustrans officers delivered a pop-up engagement session at the St Andrews Church of England Primary School with a stall set up at the school fete.

They engaged with parents and children throughout the event, through a series of three exercises. People attending the school fete were asked to identify:

- Their favourite local place
- Their experience of travelling in the area (walking, cycling, wheeling and driving)
- Ideas for how to improve local streets

Comments were captured on post-it notes and on maps. This report also documents the findings from the Sustrans Workshops.



Some of the ideas captured at the school fete event.

# 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

There were concerns for the safety of cyclists throughout the area, particularly with reference to speeding traffic. Residents expressed their need for cycle facilities such as secure bicycle storage and provision of e-bike rental.



## Traffic Interventions

There were issues with through-traffic in residential areas. Residents suggested that measures be taken to stop or reduce the issues of speeding through-traffic.



## Improved Public Spaces

There were suggestions to improve public spaces with street furniture and greenery in some places. There were also comments regarding the maintenance and lighting of certain areas. Improving public spaces and overcoming barriers with lighting and maintenance will make them more attractive to residents and visitors.



## Better Allocation of Road Space

Residents voiced the difficulties they can have accessing certain areas as a result of busy main roads with limited or poor crossing provision for people walking and wheeling.

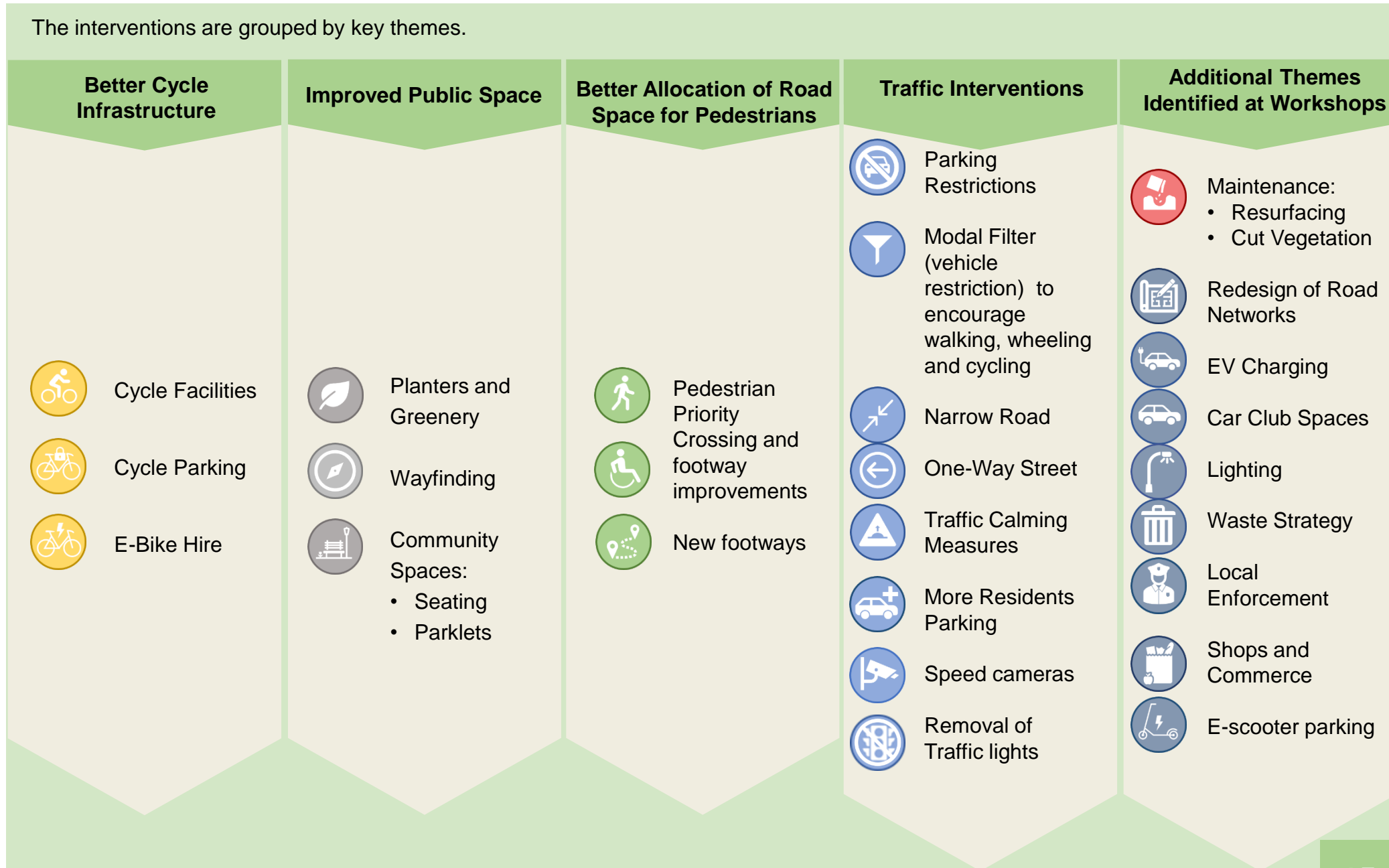
There were also reports that some areas have limited footway widths which can often lead to people walking in the road due to a lack of space.

Marlborough Buildings intersections with Royal Avenue was highlighted as a key pedestrian corridor with reports of over 200 people crossing here every hour. Residents would like to improve the safety of crossing pedestrians at this point.

The Cavendish Road junction with Julian Road was also identified as being difficult for pedestrians to cross safely during peak times.

# 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 're-imagine' Lower Lansdown and the Circus 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.

Ideas were put forward for a larger area than the original application area (which is outlined in blue), but only measures falling within the application area can be considered for this programme.

**Zone 1:** Circus area

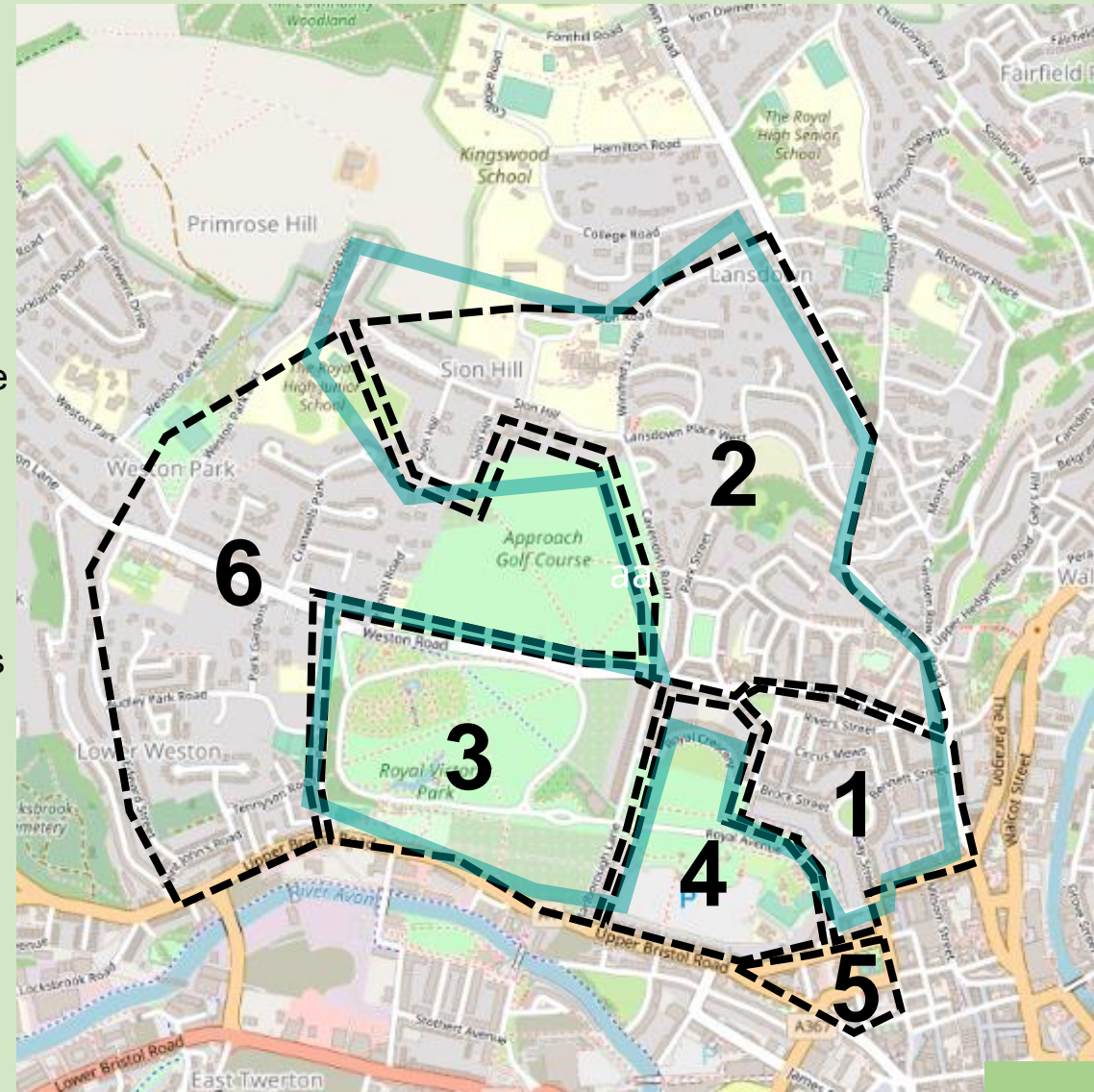
**Zone 2:** Lansdown

**Zone 3:** Royal Victoria Park and Marlborough Buildings area

**Zone 4:** Royal Crescent and Royal Avenue

**Zone 5:** Queen Square Area

**Zone 6:** Areas Surrounding Royal Victoria Park





# Zone 1 the Circus area

Residents' suggestions to improve cycling opportunities in the area

## Secure bike parking



Provide opportunities for cyclists to securely store their bicycles along Julian Road, the Circus area and Alfred Street. This would encourage more people to cycle to the area.

## E-bike rental



Provision of e-bike rental around the area would encourage more people to travel actively.

## Improved cycle safety along Julian Road

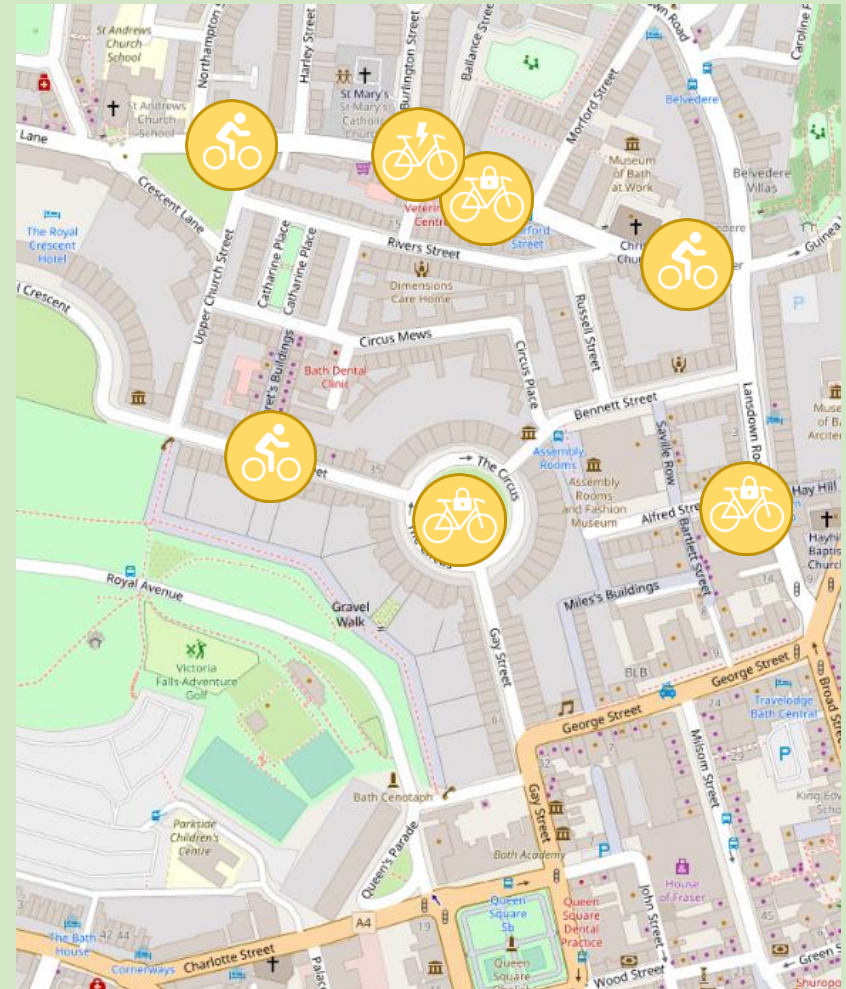


Provision of signage and infrastructure which highlights the presence of cyclists to drivers. This would help to change driver behaviour and provide a safer environment for cyclists. Comments were made that the Brunswick Place junction with Lansdown Road is particularly bad for cyclists and improvements here could make a significant difference to cyclist safety.

## New cycle facilities through the Circus area



Residents suggested new cycle facilities through the Circus area



# Zone 1 the Circus area

Residents' suggestions to improve the public spaces in the area

## Julian Road



Residents suggested the provision of public spaces near Julian Road businesses. This could include, benches, parklets and spaces for people to socialise in. These could help support local businesses.

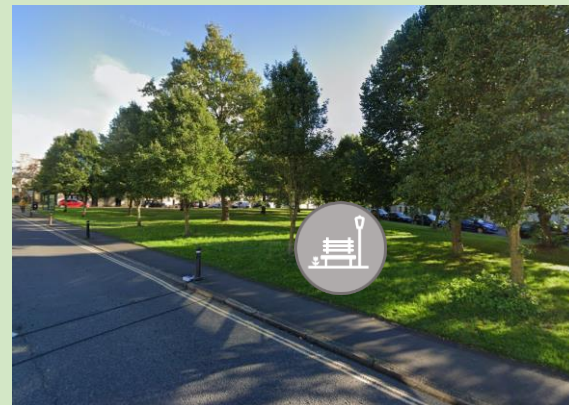


Julian Road © Google Maps 2022

## Julian Road / Crescent Lane green space



Suggestion to provide benches and spaces for people to socialise in green space near St Andrews C of E Primary School.

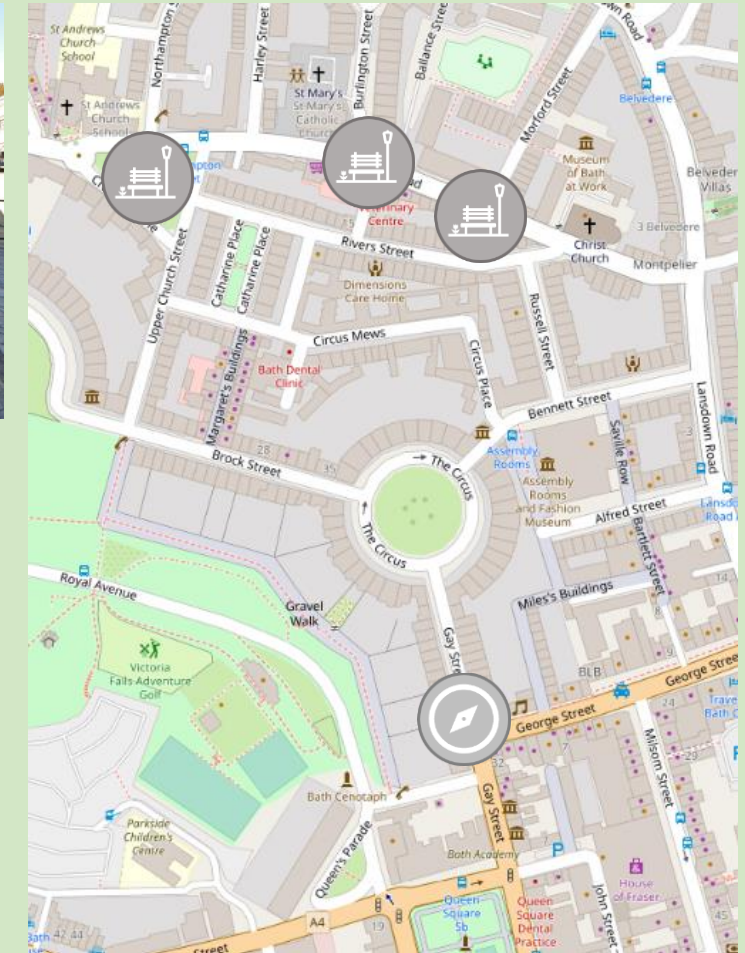


Greens Space Near St Andrews Primary School © Google Maps 2022

## Wayfinding



Improved wayfinding for tourists around Gay street.



# Zone 1 the Circus area

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



## Pedestrian crossings along Lansdown Road

Improve east to west crossing provision on Lansdown Road near Bennetts Street and The Paragon junctions north and south at Brunswick Place junction.



## Pedestrian crossing provision at Gay Street and George Street interface

Residents reported that crossing at this point is difficult with confusion from tourists about how to safely cross this area to access Milsom Street. Improvements would help facilitate easier access for people with disabilities or people with pushchairs.



## Julian Road and Crescent Lane roundabout

Suggestion to improve pedestrian crossing at this point near the school. Painted crossing points may improve driver awareness and reduce speeding near the mini roundabout.




Painted crossing point in Bristol




# Zone 1 the Circus area

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





## Reallocation of parking

-  Residents suggested the removal of pay and display parking in the area, to be replaced by additional residents parking.


## Removal of parking

-  Residents suggested the removal of some parking bays around Catherine Place as the roads are narrow and difficult to manoeuvre through.

## George Street interventions

-  Traffic calming along George Street would help to reduce vehicle speeds along the route.
-  Reduction in George Street junction size would encourage slower vehicle speeds and reduce crossing distances for pedestrians.
-  A modal filter (e.g. bus gate or ANPR camera) was suggested along George Street to restrict traffic entering this area. (Note: due to its position on an arterial route carrying high volumes of traffic, this measure is unlikely to be taken forward in the short term).
-  Vehicle weight limit along George Street.

## One-way system within the area

-  Residents suggested the introduction of a one way system within Zone 1. The additional space reclaimed could be used by local residents for pedestrian and cycle facilities or residents parking. Directions and roads included in the system will be detailed at a later stage.



# Zone 1 the Circus area

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

## Maintenance



Maintenance of paved areas particularly along George Street and Circus Mews / Catherine Place.

## EV charging and car club spaces



Electric vehicle charging throughout the area.



Car club spaces provided in the area.

## Better management of business bins and recycling



Residents reported that the bins and recycling left out by local businesses is an eye sore and can often block footways.

Residents suggested changing the refuse collection strategy to manage and reduce clutter on the footways.



Electric vehicle charging in Westminster  
© TrafficTechnologyToday.com



Car Club space and vehicle, Bristol



# Zone 2 Morford Street Area

Residents' suggestions to improve cycling opportunities in the area

## Secure bike parking



Provide opportunities for cyclists to securely store their bicycles around Lansdown Crescent, Saint James's Square, Cavendish Road and St Stephens Church. This would encourage more residents to cycle.

## E-bike rental

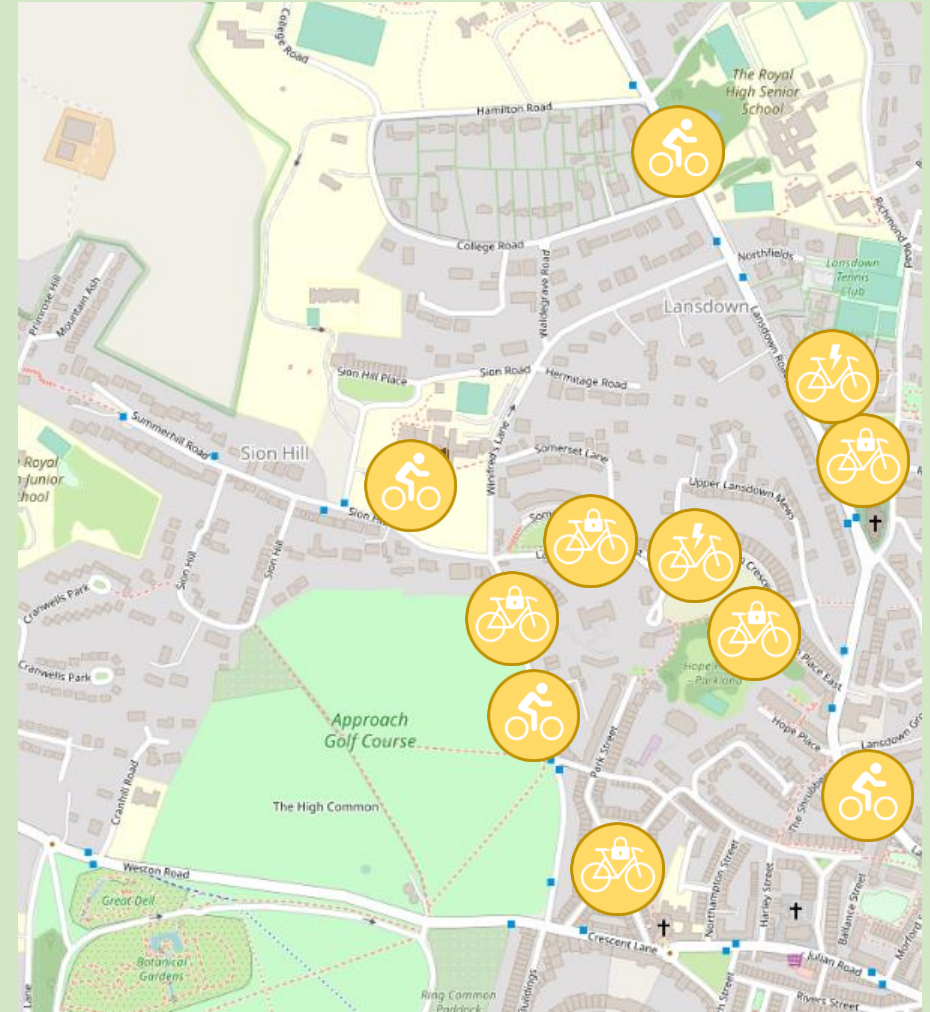


Provision of E-Bike rental around the area would encourage more people to travel actively. The local terrain is very steep and can put people off using regular bicycles.

## Improved cycle facilities




Provision of signage and infrastructure which highlights the presence of cyclists to drivers. This would help to change driver behaviour and provide a safer environment for cyclists. The area includes Cavendish Road, through to the university campus and along Lansdown Road.




# Zone 2 Morford Street Area

Residents' suggestions to improve the public spaces in the area


## Lansdown Crescent

-  Residents suggested providing public spaces near the viewpoints along Lansdown Crescent. These along with additional greenery could help to make a space for local residents and visitors to socialise.

## St Stephens Church green space

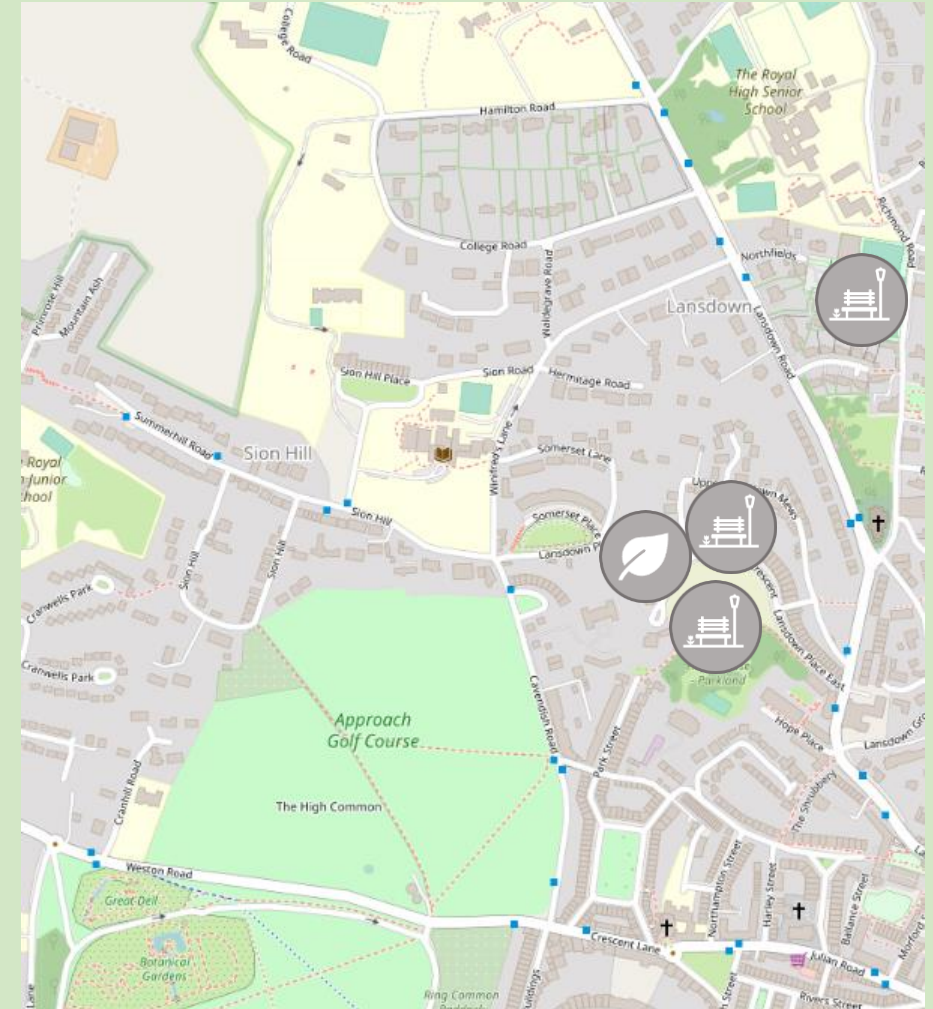
-  Suggestion to provide benches and spaces for people to socialise in green space near St Stephens Church.

## Benches along All Saints Road footpath

-  Provision of a bench along the footpath which runs just north of Hope House parklands.



New viewpoint in Alexandra Park, Bath  
© Alexandra Park Bath



# Zone 2 Morford Street Area

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

## Improve crossing provision



Improve east to west crossing provision across Lansdown Road, Sion Road junction and along Cavendish Road, possibly at Park Place.



Improvements to the side roads along Julian Road would also improve safety for children walking to school.

## Improve accessibility for all



Residents reported that crossing the Cavendish Road / Julian Road / Weston Road / Marlborough Buildings junction can be difficult for pedestrians due to speeding traffic and confusion over priority at these points.



Improve accessibility around Somerset Place. Steps here pose a barrier to the movement of individuals who live in the area.

## New Access through University Campus



Residents suggested a footpath through the university campus to allow an off road route for school children to access Kingswood, Royal High and St Stephens Schools.



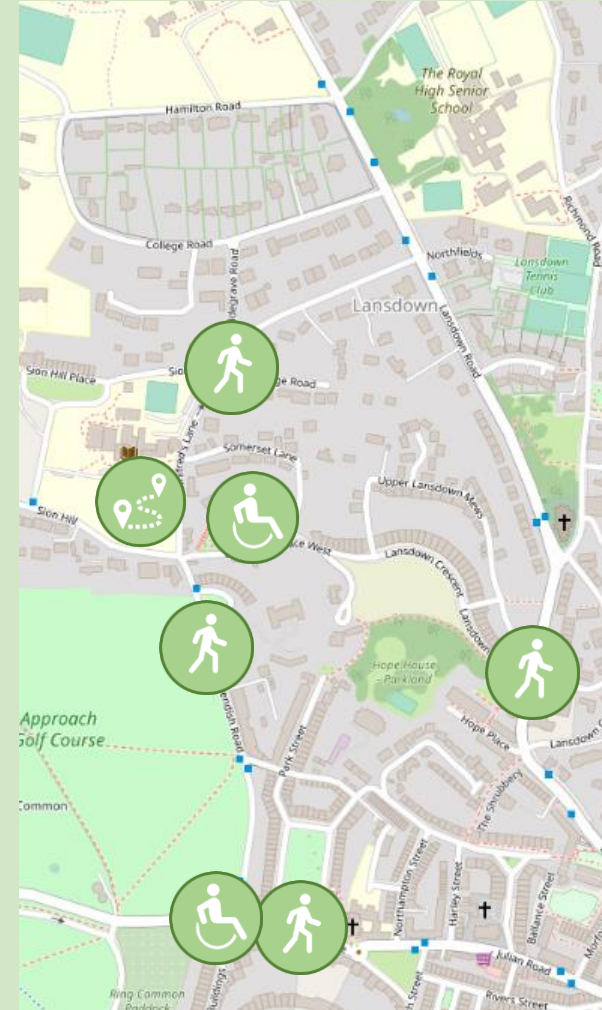
Cavendish Road © Google Maps 2022



Cavendish Road / Julian Road junction © Google Maps 2022



Painted sideroad crossing in Bristol





## Zone 2 Morford Street Area

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



### Provide signals on Cavendish Road / Julian Road Junction

Install traffic lights with pedestrian crossing phase to provide safer vehicle movements at this point and allow people to safely walk or wheel across the road.



### Traffic calming

Residents reported speeding along Cavendish Road, Winifred's Lane and Lansdown Place West. Speed bumps, buildouts or chicanes could be used to slow traffic along the route.



### Parking restrictions

There are issues with parking in the area due to the number of spaces which are allocated to Hotels and B&B's in the area.



### Modal filters

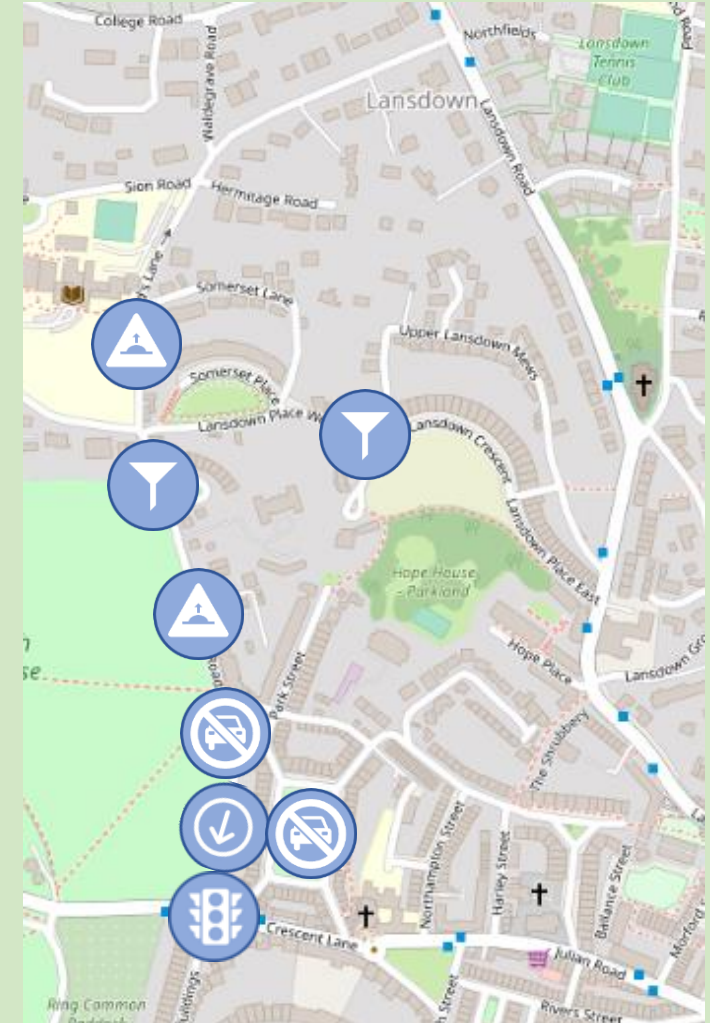
Residents suggested the installation of modal filters (e.g. bollards or planters) along Cavendish Road and Lansdown Place West to restrict through traffic in the area.



### One-way street

Residents Suggested making Cavendish Road one way to stop through traffic using the road during peak times.

**This would have to be considered in relation to other traffic interventions**



## Zone 2 Morford Street Area

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



### Car club spaces

Residents would like car club spaces along Lansdown Crescent and St James's Square.



### EV charging

Provide better electric vehicle charging in the area.



### Maintenance

There are roads in the area which are in poor condition and have uneven footways. This presents issues for people with disabilities or pushchairs moving around the area particularly along Sion Hill and Portland Place.



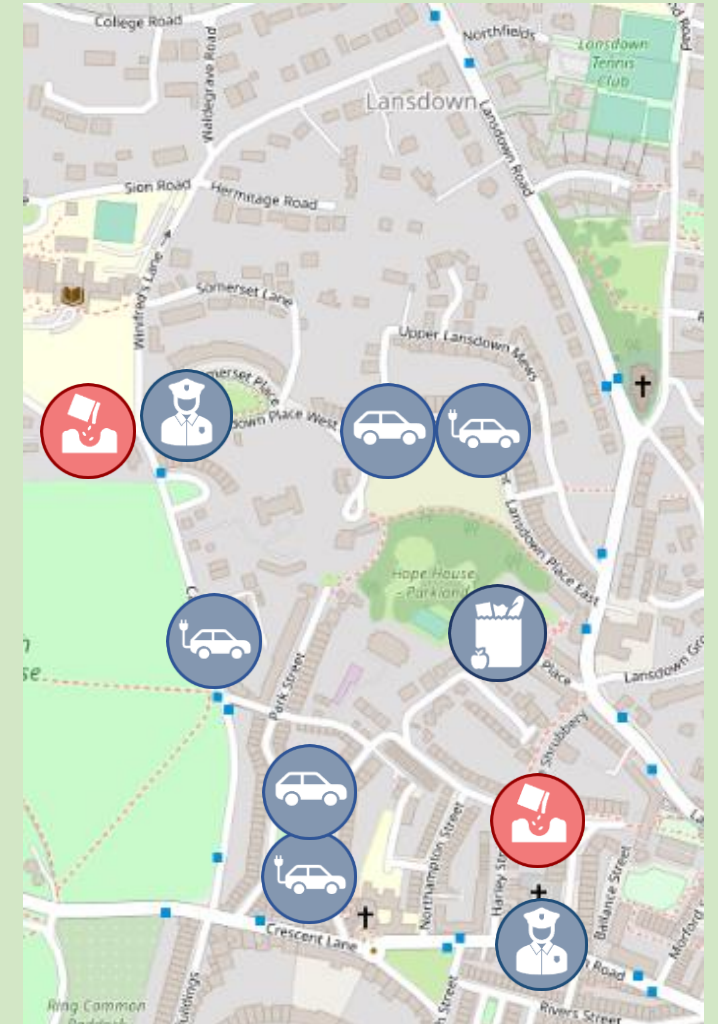
### Local enforcement

Residents would like to see more speed and parking enforcement throughout the area, particularly along residential streets and routes children take to school.



### More shops and commerce

Residents would like more shops and commerce north of the Julian Road area.



# Zone 3 Royal Victoria Park and Marlborough Buildings Area

Residents' suggestions to improve cycling opportunities in the area

## Secure bike parking



Provide opportunities for cyclists to securely store their bicycles within Royal Victoria Park. This would encourage people to cycle to the area.

## E-bike rental



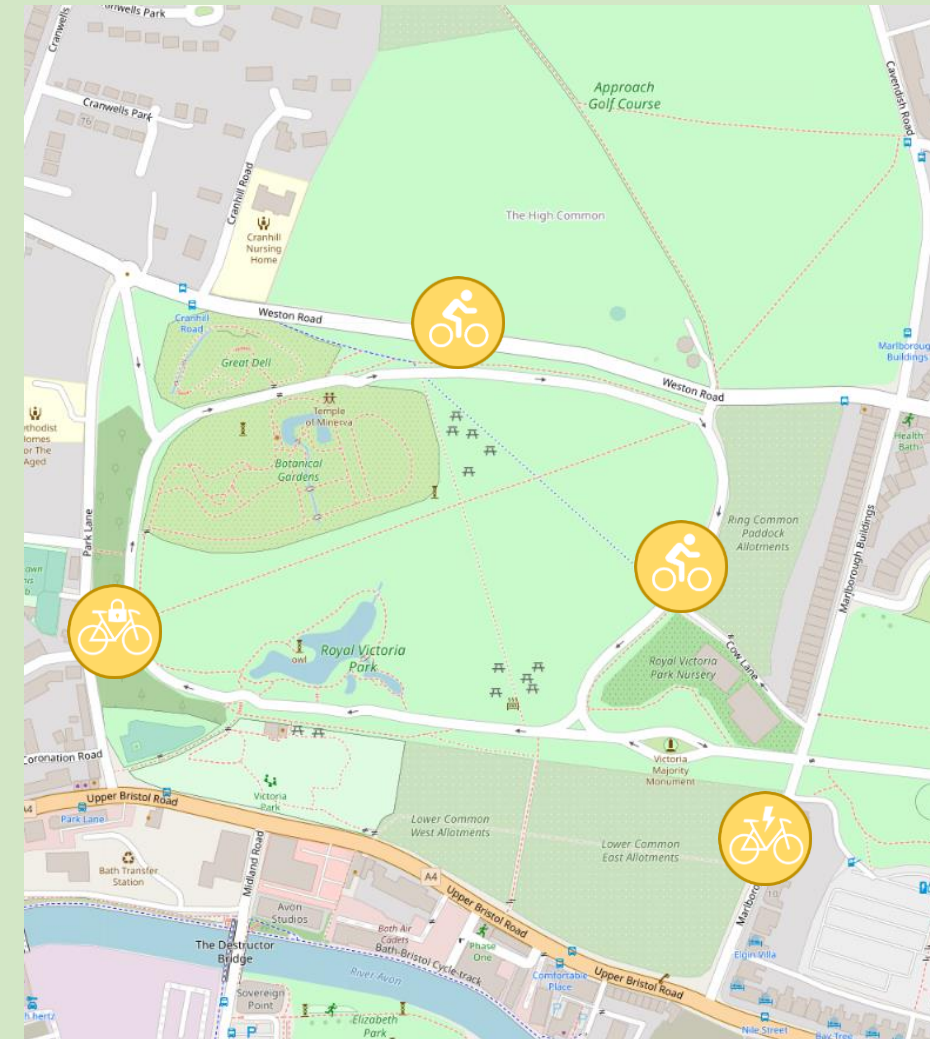
Provision of e-bike rental around the area would encourage more people to travel actively. The local topography is very steep and can stop people using regular bicycles.

## Improved cycle safety



Provision of signage and infrastructure which highlights the presence of cyclists to drivers. Residents suggested the installation of cycle lanes along Weston Road. Respondents from St Andrews Primary school fete suggested a cycle path instead of parking cars around Royal Victoria Park.

This would help to change driver behaviour and provide a safer environment for cyclists.



# Zone 3 Royal Victoria Park and Marlborough Buildings Area

Residents' suggestions to improve the public spaces in the area

## Marlborough Buildings



Residents suggested introducing more greenery along Marlborough Buildings to help revitalise the space.

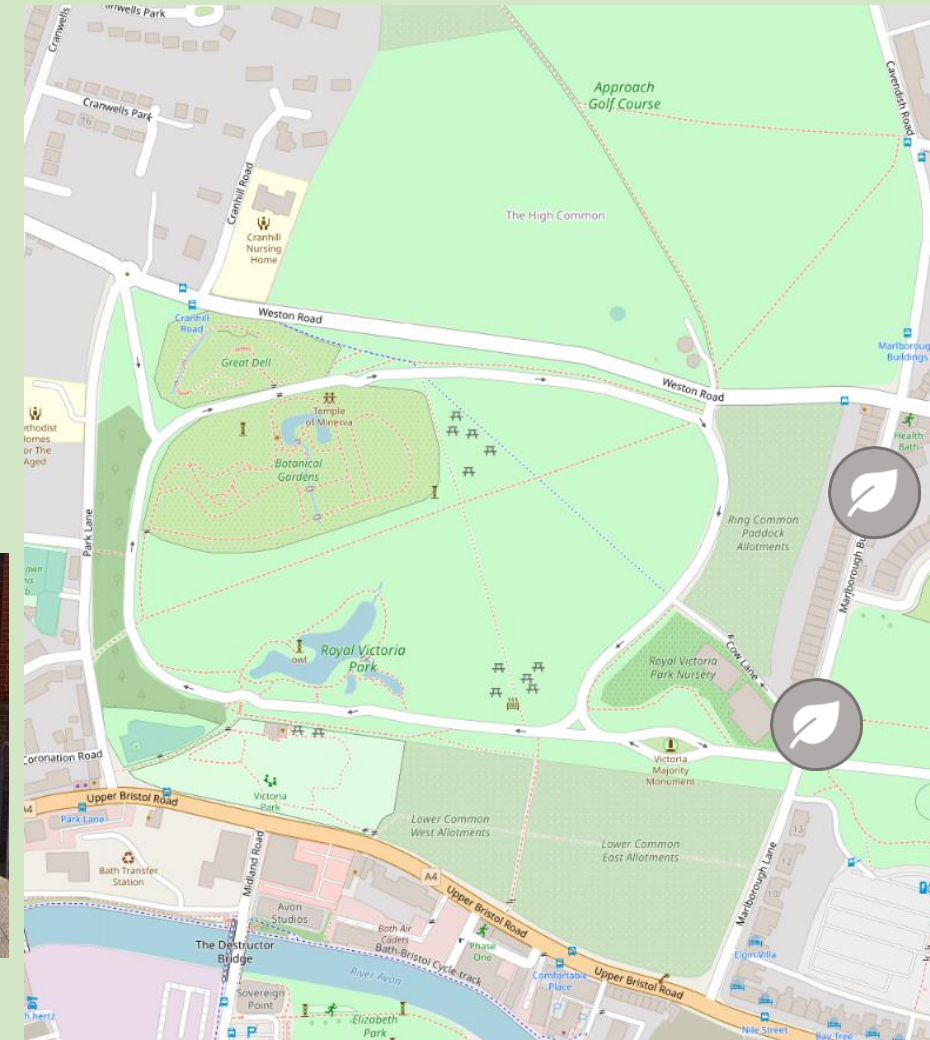
Trees and plants could help to improve air quality in the area, reinvigorate the space, improve drainage in the area, support pollinators and provide shade and shelter.



Tree planter, Bristol



Bug house planter, Bristol



# Zone 3 Royal Victoria Park and Marlborough Buildings Area

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

## Continuous crossings



Residents suggested the provision of continuous raised crossings at a number of points along Marlborough Buildings and Marlborough Lane. These being the junctions with Upper Bristol Road, Cows Lane, the Royal Crescent and Royal Avenue.

Particular emphasis was made around the Royal Avenue intersection where there is reportedly over 200 pedestrians crossing this point every hour. Residents suggested providing pedestrian crossing improvements here and making the east to west movements the priority.

## Widening of footways



Footway widening along Marlborough Buildings would improve accessibility for people in the area, in particular people with disabilities and people with pushchairs.



Painted sidewalk crossing in Bristol



Raised table junction © bikeauckland.org.nz



Marlborough Buildings © Google Maps 2022



# Zone 3 Royal Victoria Park and Marlborough Buildings Area

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



## Weston Road

Suggestion to provide chicane parking on alternative sides of the road, to help to reduce vehicle speeds along the road.



Removal of parking near the Cavendish Road junction would improve visibility and could be used to provide space for cyclists.



## Marlborough Buildings and Marlborough Lane

Residents suggested the installation of traffic calming along Marlborough Buildings and Marlborough Lane, such as buildouts, chicanes or speed bumps and speed tables.



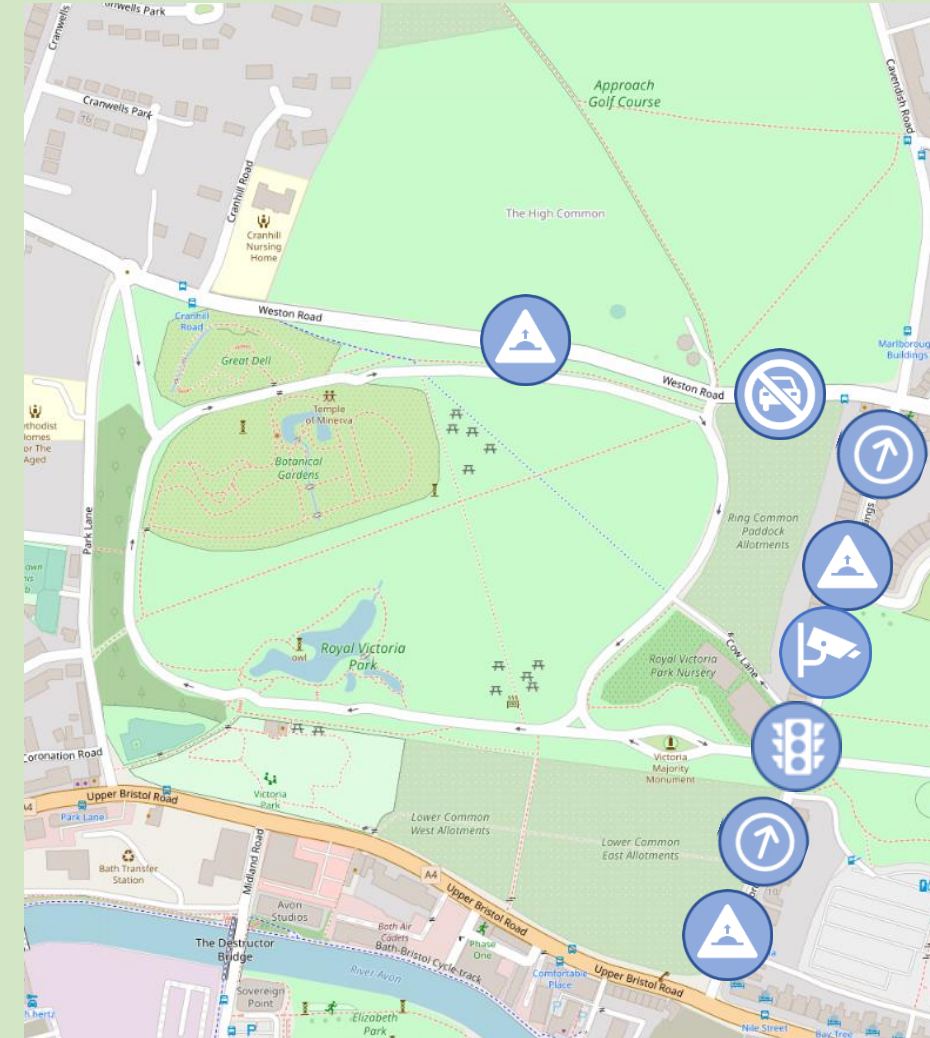
A one-way street would help to discourage through-traffic and free up space for pedestrians, cyclist or residents' parking.



Speed cameras along the road would help to discourage speeding in the area where there are lots of pedestrians.



A signalised junction with pedestrian-crossing priority would help to control vehicle movements and create safer environment for people walking or wheeling in the area.



# Zone 3 Ward Councillor Ambitions For Royal Victoria Park

## Through-traffic restrictions

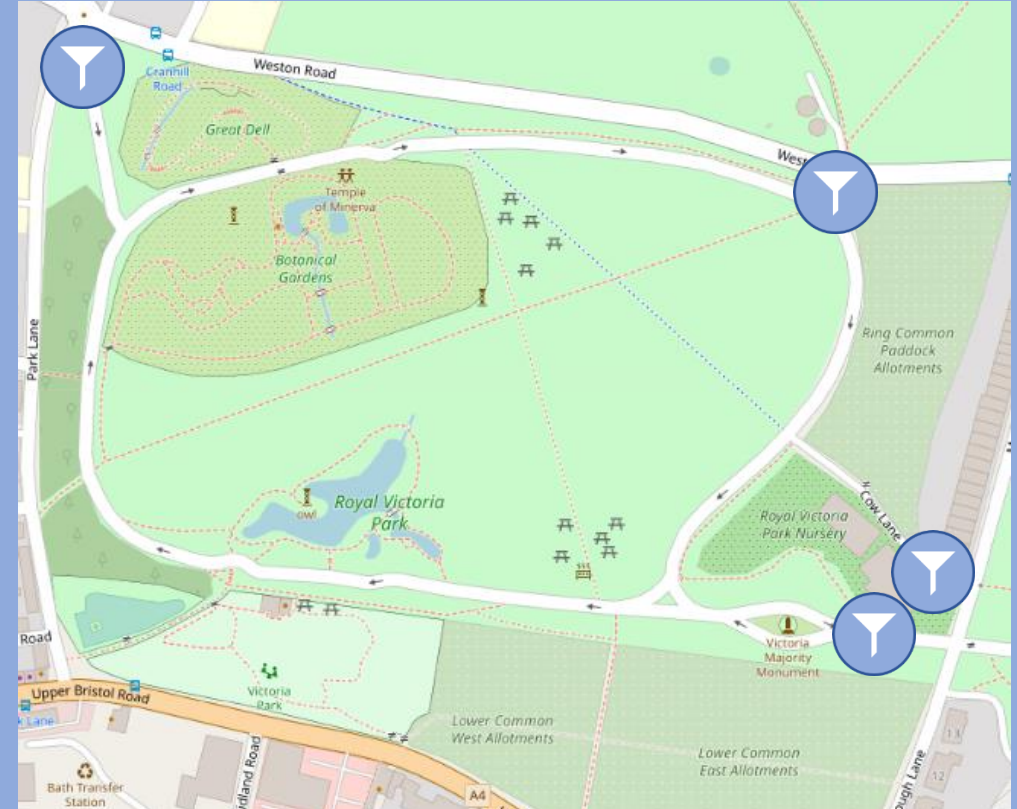


Councillors expressed concerns of vehicles using the Royal Victoria Park during peak traffic hours to avoid traffic along Weston Road and Upper Bristol Road.

To address this issue councillors have suggested the use of modal filters (i.e. bollards or planters) positioned at the entrances of the park to limit or restrict motorised traffic movements. These interventions will still allow access for people walking, wheeling or cycling.

Solutions which still allow visitor access to the park and residential access along Cow lane would be considered.

**The arrangement and exact location of these modal filters would be determined at a later stage.**



# Zone 3 Royal Victoria Park and Marlborough Buildings Area

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



## Car club spaces

Residents would like the provision of car club spaces along Royal Victoria Park and along Marlborough buildings.



## EV Charging

Provide better electric vehicle charging in the area.



## Local enforcement

Residents would like to see more local speed and parking enforcement throughout the area, particularly along residential streets and the routes children take to school.



## Lighting

Lighting improvements would make the area more accessible during winter months and evenings.



## E-scooter parking

Residents suggested reallocating parking places in Royal Victoria Park to be used for e-scooter parking.





# Zone 4 Royal Crescent and Royal Avenue

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



## Traffic calming

Residents suggested the installation of traffic calming along Royal Avenue, such as buildouts, chicanes or speed bumps and speed tables.



## Banning of coach parking

Residents expressed environmental concerns over coaches idling their engines when dropping off and picking up tourist along Royal Avenue.

A ban would reduce the number of large vehicles using the road and improve air quality in the area.



Royal Avenue © Google Maps 2022



# Zone 4 Royal Crescent and Royal Avenue

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



## Local enforcement

Residents would like to see more local speed and parking enforcement throughout the area. There are large numbers of pedestrians in the area and enforcement to 20mph speed limit would help to improve the safety of people walking and wheeling in the area.



## Lighting

Lighting improvements would make the area more accessible during winter months and evenings.



## Cycling ban

Banning cycling through the Royal Crescent would help to stop conflicts with pedestrians in the area.



# Zone 5 Queen Square Area

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



## Crossing at Monmouth Place

Better pedestrian crossing provision at the Monmouth Place junction with Charlotte Street. Crossing facilities would help to encourage more people to walk around the area.



Monmouth Place © Google Maps 2022



## Crossing improvements around Queen Square

Quicker pedestrian crossing times and improve crossing provision around this area.



Queen Square © Google Maps 2022



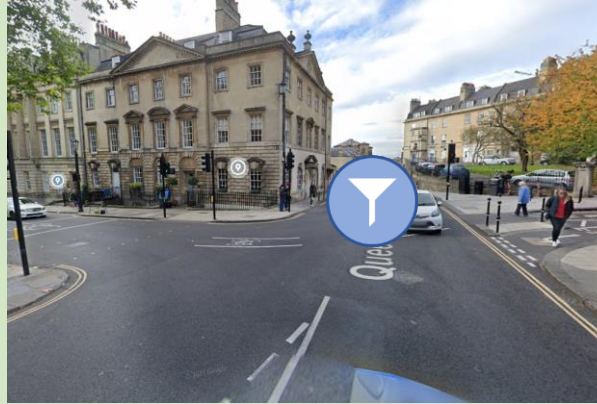
# Zone 5 Queen Square Area

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



## Modal filter

Residents suggested a modal filter (e.g. bollards or planters) at the Charlotte Street arm of the Queen Square gyratory to stop traffic accessing from this side. (Note: Due to its position on an arterial route carrying high volumes of traffic, this measure is unlikely to be taken forward in the short term.)



Charlotte Street © Google Maps 2022

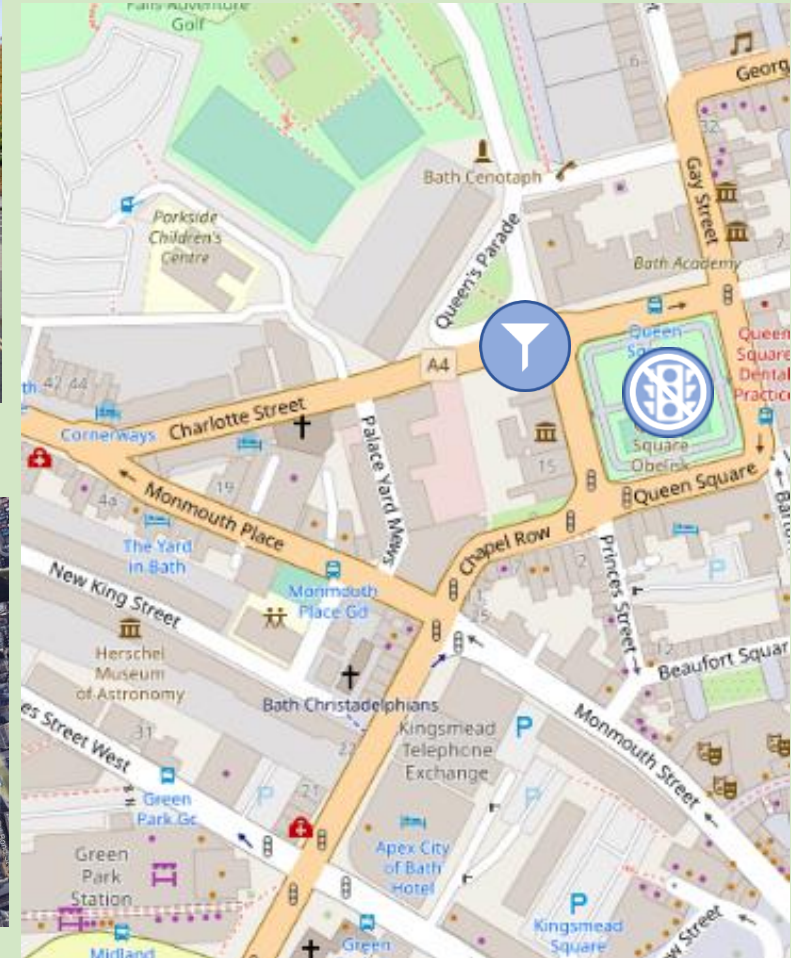


## Removal of traffic lights

Residents suggested a trial in which the traffic lights are turned off around Queen Square, to collect traffic data and see if there are positive improvements to the congestion in the area.



Queen Square © Google Earth 2022



# Zone 5 Queen Square Area

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

## Redesign of Queen Square



There were suggestions that certain sides of Queen Square could be closed to traffic. The road space could be reallocated as social space, leading to fewer cars and a more pleasant atmosphere in the square.



Queen Square © Google Earth 2022



# Zone 6 Area Surrounding Royal Victoria Park

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

## Crossing along Park Lane



Access from the Lower Weston area to Royal Victoria Park can be difficult for some people.

Residents suggested an improved crossing point to allow people to more easily cross Park Lane.



Park Lane © Google Maps 2022

## Crossing along Upper Bristol Road



Residents suggested a pedestrian crossing which includes dropped kerbs and a new phase to the east of the Windsor Bridge junction with Upper Bristol Road.

Respondents from St Andrews Primary school fete suggested crossing south of Royal Victoria Park.



Upper Bristol Road © Google Maps 2022



# Zone 6 Area Surrounding Royal Victoria Park

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

## Modal filter



Residents suggested a modal filter (e.g. bollards or planters) on Cork Street or Tennyson Road to stop through traffic. This space could be reclaimed or used by the local community.

## One-way street



A one-way street along Cork Street would help to stop access issues through the area and discourage drivers using the residential area to avoid traffic along Upper Bristol Road.

## Junction narrowing

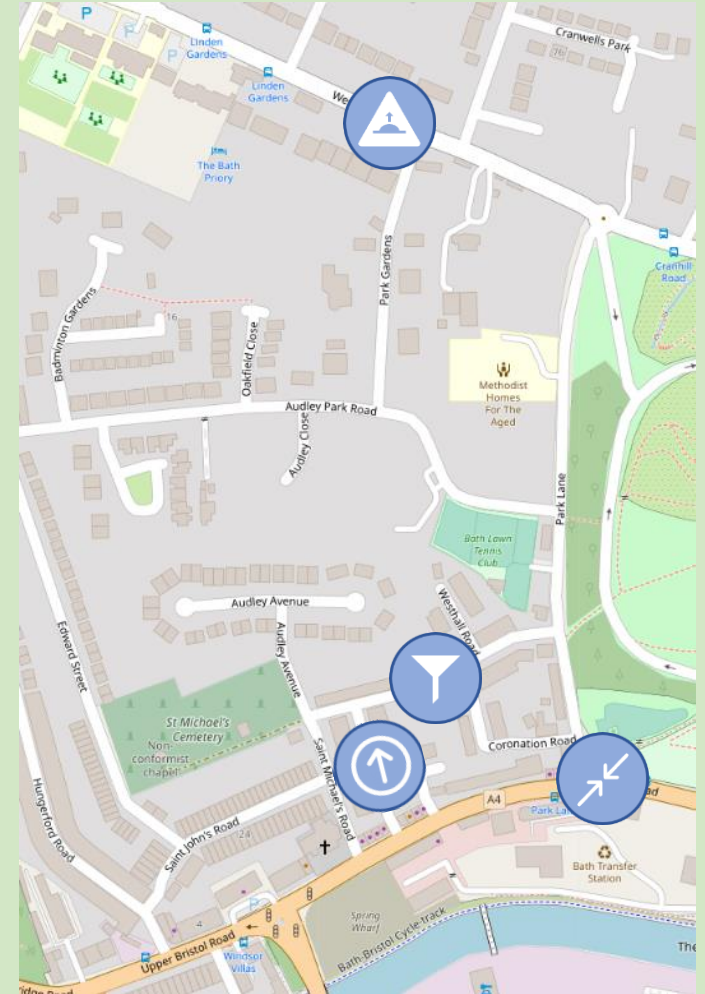


Narrowing of Park Lane junction would help to reduce vehicle speeds and crossing distances for pedestrians.

## Traffic calming



Residents suggested the installation of traffic calming along Weston Road. This could be with using buildouts, chicanes or speed bumps and speed tables.



# Zone 6 Area Surrounding Royal Victoria Park

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

## Maintenance



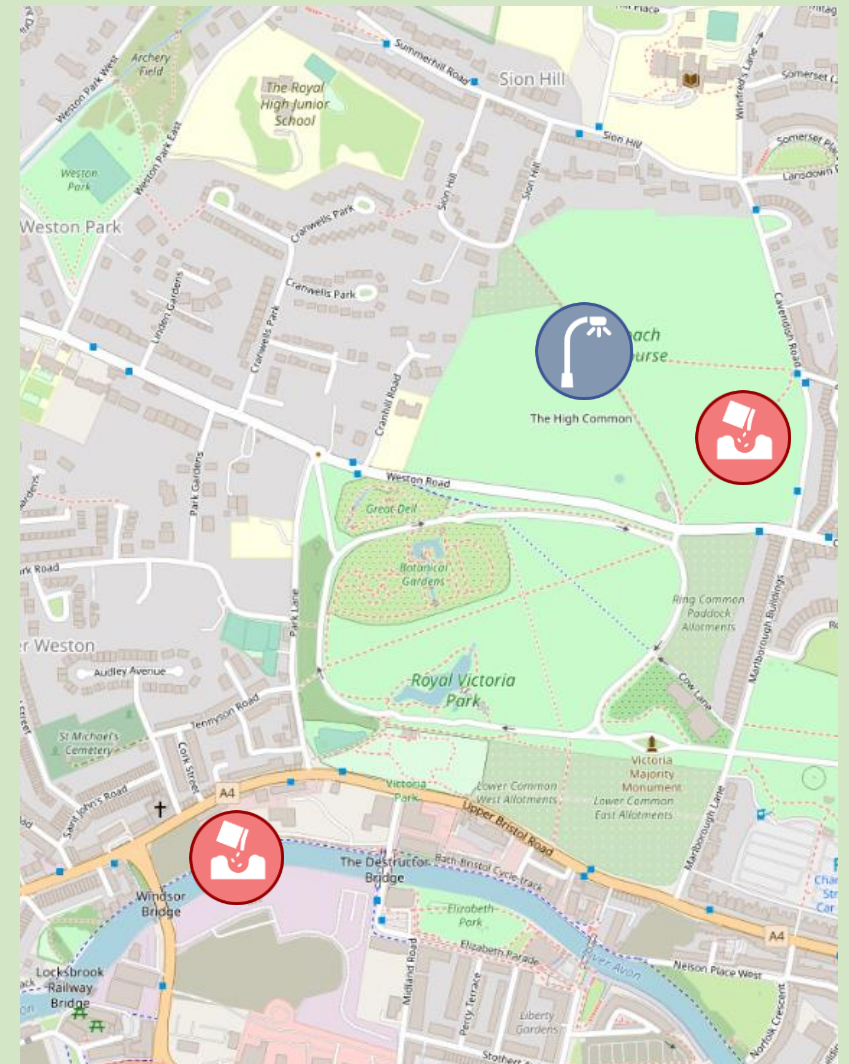
Maintenance to footways in the Approach Golf Course.

Maintenance to vegetation along the Bath-Bristol cycle Path.

## Lighting



Lighting improvements would make the area more accessible during winter months and evenings.





# 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 short-list 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 Lower Lansdown and the Circus 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 Lower Lansdown and the Circus 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

Prepared by	Checked by	Verified by	Approved by
AS / SL	LD	HH	CB

### Revision History

Revision	Revision date	Details	Authorised	Name	Position
P01	08/09/2022	First Issue	LD	LD	Principal Engineer
P02	15/09/2022	Client comments	MM	MM	Senior Consultant
P03	20/09/2022	Client comments	MM	MM	Senior Consultant

### Distribution List

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