



Bath & North East  
Somerset Council  
Improving People's Lives



# Morris Lane and Bannerdown Road 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 1st June 2022 for residents in the Morris Lane and Bannerdown Road 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 a public engagement for the Morris Lane and Bannerdown Road 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
- 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 Morris Lane and Bannerdown Road 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 the Morris Lane and Bannerdown Road area focused the issues of speeding through traffic reported along Bannerdown Road and Morris Lane as well as the redesign of the mini roundabout.

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 Morris Lane and Bannerdown Road area

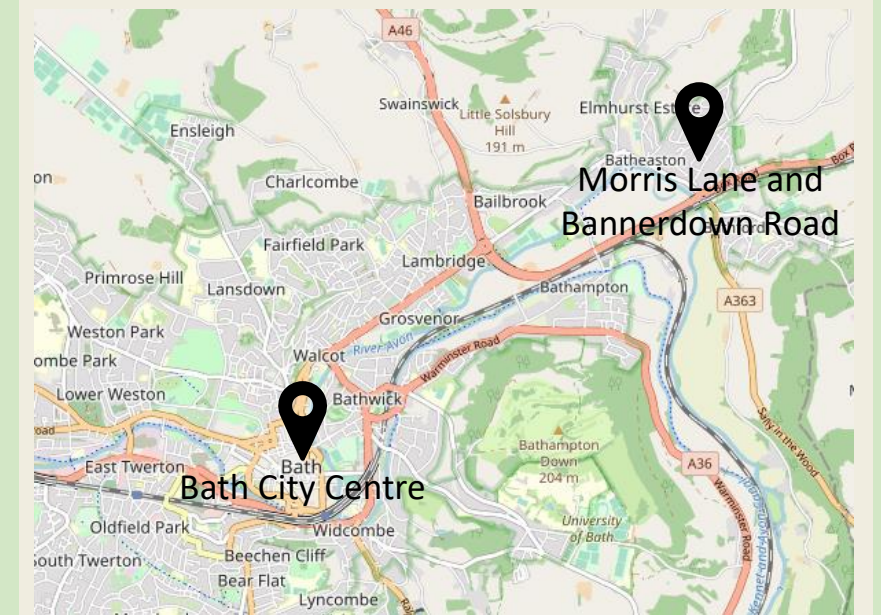
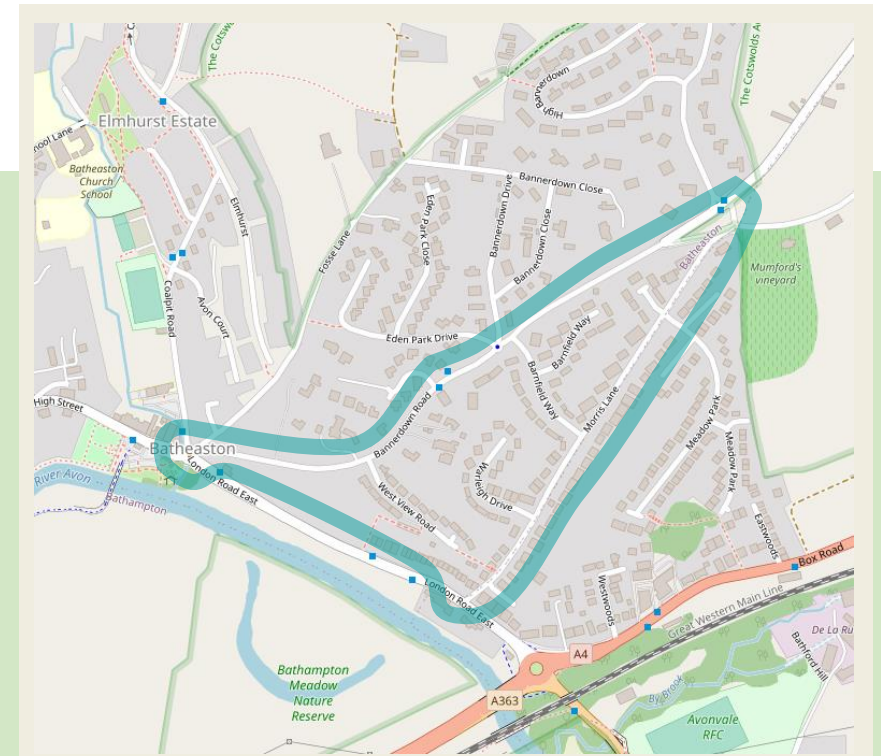
Morris Lane and Bannerdown Road are in a residential area to the north-east of Bath city centre, approximately 2.7 miles from Bath Spa train station.

Morris Lane is a narrow residential street and connects the area of Lower Shockerwick to the north and London Road East to the south and is 620m in length.

Bannerdown Road is 2.2km in length and connects Batheaston to Colerne.

From discussions at the workshops there appears to be four key areas to Morris Lane and Bannerdown Road:

- London Road East mini roundabout junction
- The stretch of Morris Lane between London Road East and Barnfield Way
- The residential area of Bannerdown Road



# Outcomes of the 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, 50 people commented on the Morris Lane and Bannerdown Road area. Below is a summary of what people said.

## What is good about the area?

- 35 said 'close to shops and services'
- 24 said 'strong community spirit'
- 22 said 'good public transport links'

## What issues are experienced?

- 36 said 'speeding traffic'
- 32 said 'through traffic'
- 29 said 'HGV traffic'
- 26 said 'space for wheeling, walking or cycling'
- 20 said 'parking'

## What measures could improve the area?

- 40 said 'a restriction on through traffic or HGVs'
- 23 said 'new or wider footways'
- 20 said 'new pedestrian crossings'
- 20 said 'new or improved cycle lanes'
- 16 said 'trees and planting'



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

**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**.

**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**.

**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 Batheaston New Village Hall on the 1<sup>st</sup> of June and started at 6.45pm.

Brief presentation / introduction

Exercises 1, 2, and 3

Break

Exercise 4

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.

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

- What do you like about the Morris Lane and Bannerdown Road area? What needs nurturing?
- Group feedback

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



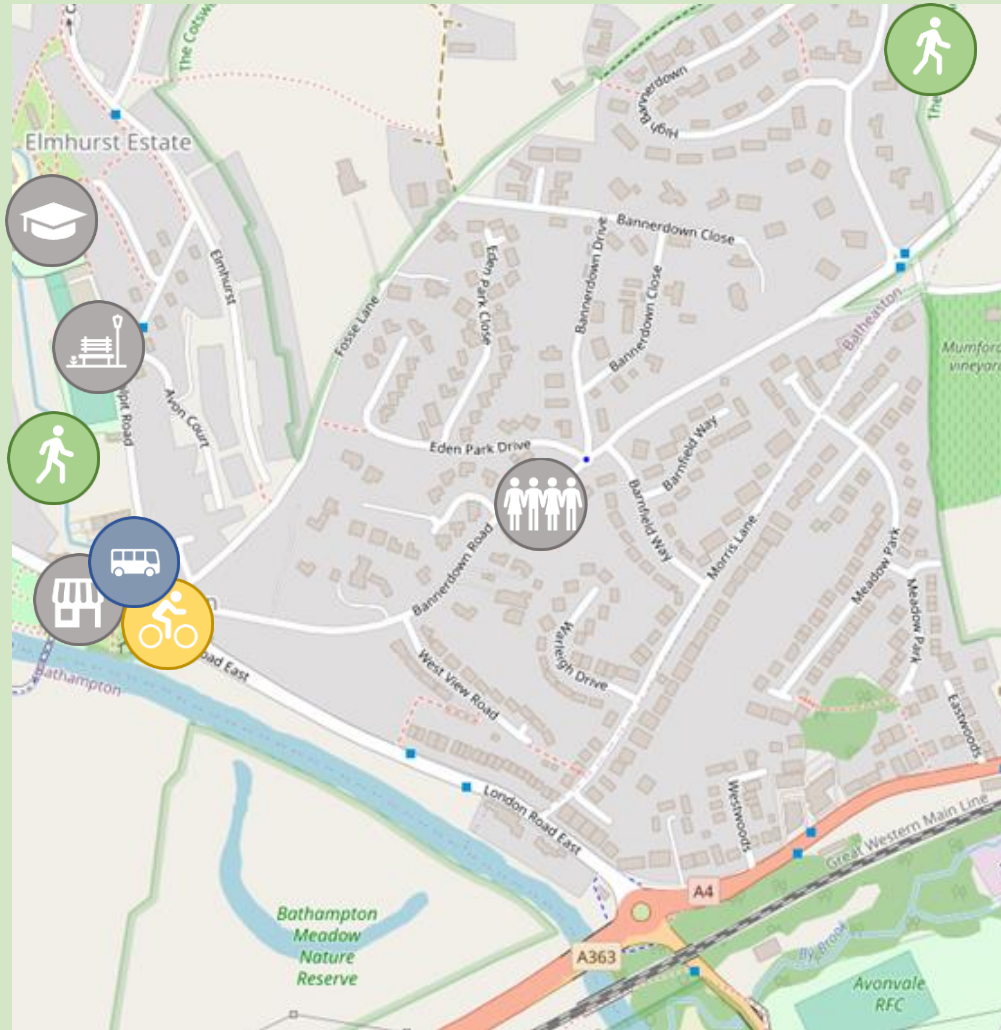
Photo taken at the Mount Road Workshop



# Exercise 1

## What people said they liked about the Morris Lane and Bannerdown Road Area

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



There are some great nearby nature walks with amazing views to go for a walk/wheel and dog walking.



Close access to shops.



Good access to cycleways.



Local school and nursery.



Close to public transport links.



Great green spaces for children and youth activities such as football.

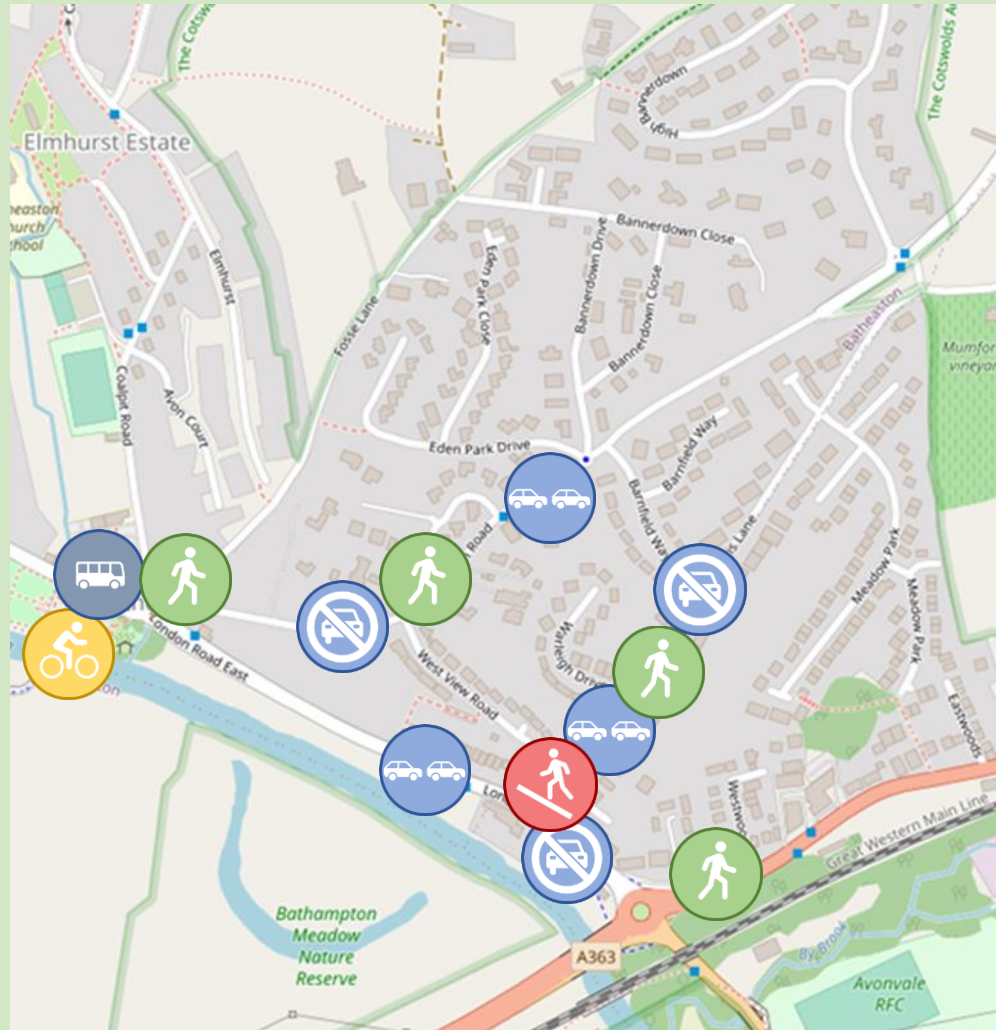


Strong sense of community spirit.



## 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 in the area.



Steep terrain can also been seen as a barrier for disabled people.



Lots of speeding traffic making it dangerous for pedestrians and cyclists.



Limited opportunity to cross roads and reduced footway width.



Cycling is dangerous. Facilities and access to the cycleway could be improved.

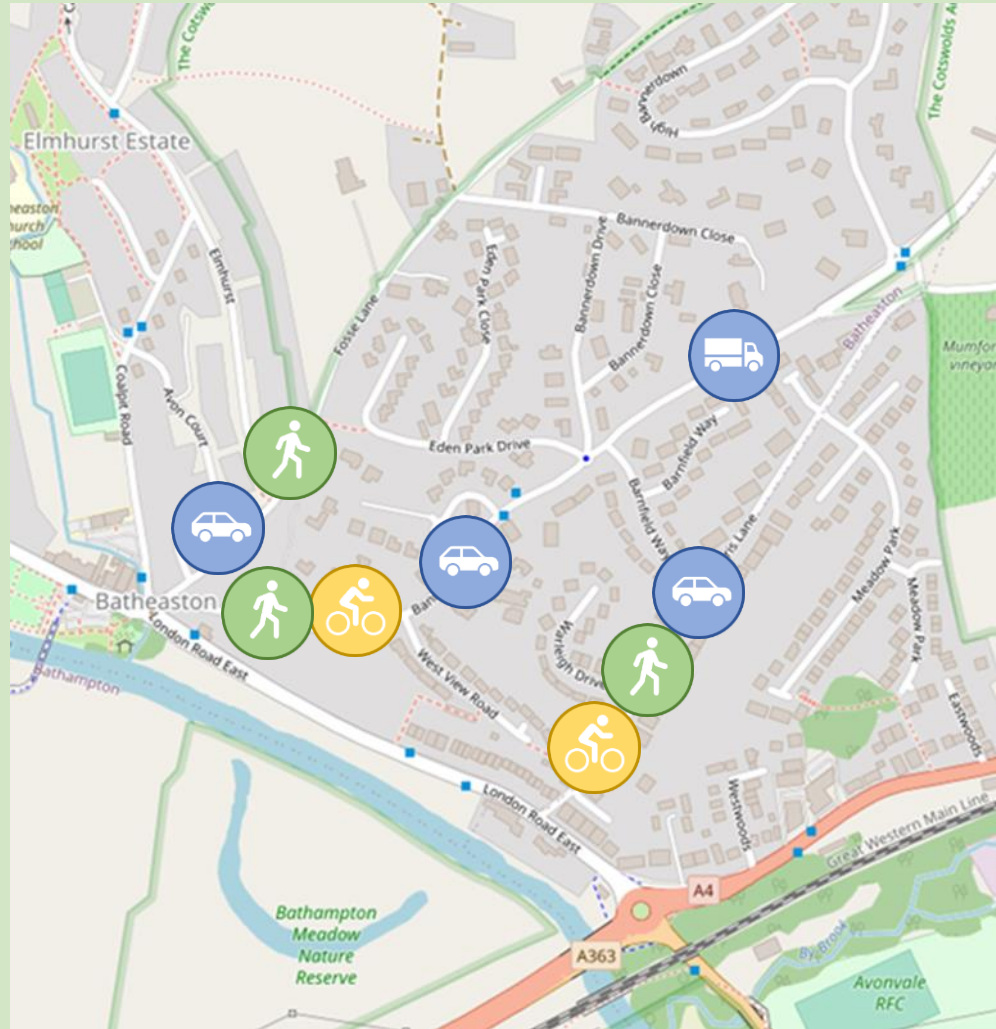


Issues with bus services in the area. Services are unreliable and facilities at stops could be improved.



## 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.



Steep hills around Morris Lane and Bannerdown Road and poor road surfacing are seen as barriers to cycling.



Narrow pavements and pavement parking inhibit people walking or wheeling, particularly with children.



It is perceived that walking, wheeling and cycling in this area is not safe, particularly for children and people with disabilities. This is due to speeding traffic and poor pedestrian facilities, meaning people drive around the area instead.



Movement of HGVs and the speed at which they travel through the area is an issue.





## What did we learn...?

- Footways in the Morris Lane and Bannerdown Road area are narrow or non-existent and the crossing provisions are poor.
- Through traffic along Morris Lane and Bannerdown Road is perceived as an issue with a high amount of HGV traffic that makes it uncomfortable to walk, wheel and cycle through the area.
- Speeding traffic is an issue in the area, which encourages pavement parking to avoid cars getting hit. This leaves little room for those walking and wheeling.
- Residents in the area reported issues with parking by non-residents which leaves limited opportunities to park.
- Steep terrain presents a challenge for people to be more active and access the local attractions in the area.



Photos taken 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**

Steep hills surrounding Morris Lane and Bannerdown Road, narrow lanes, speeding traffic, and poor road surfacing are seen as a big barrier to cycling.



### **Traffic Interventions**

There are issues with speeding and HGV traffic throughout the area. This discourages people from walking between the areas within Morris Lane and Bannerdown Road.



### **Better Allocation of Road Space**

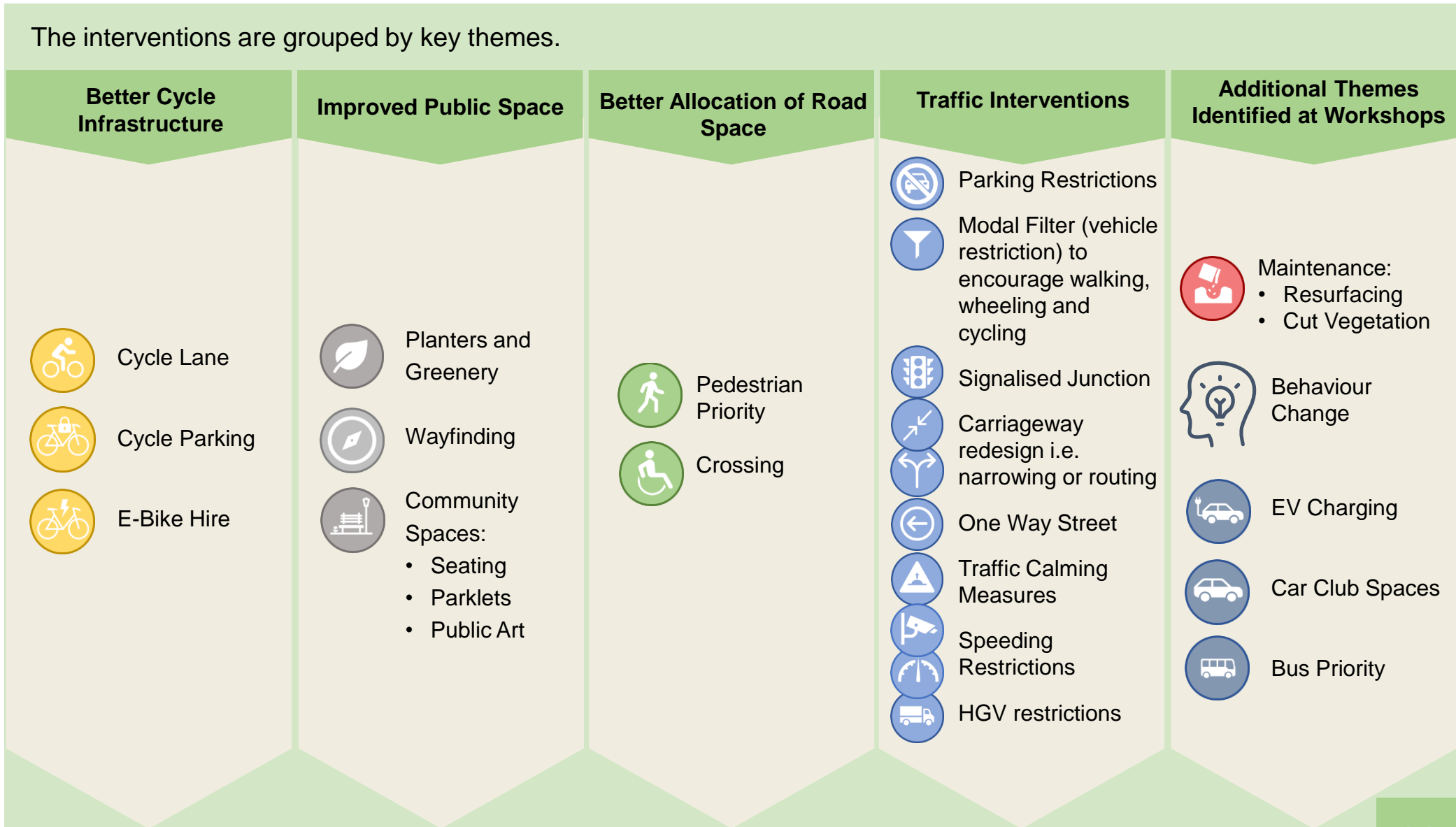
A better allocation of road space by introducing more crossing points would increase safety for those walking and wheeling.

Non-residents park in the London Road area to use the nearby facilities, which means parking is an issue for residents.



# Guide to interventions

We asked residents at each table to discuss what interventions might work in each area to improve connectivity, accessibility and inclusivity, and to place 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 Morris Lane and Bannerdown Road 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.

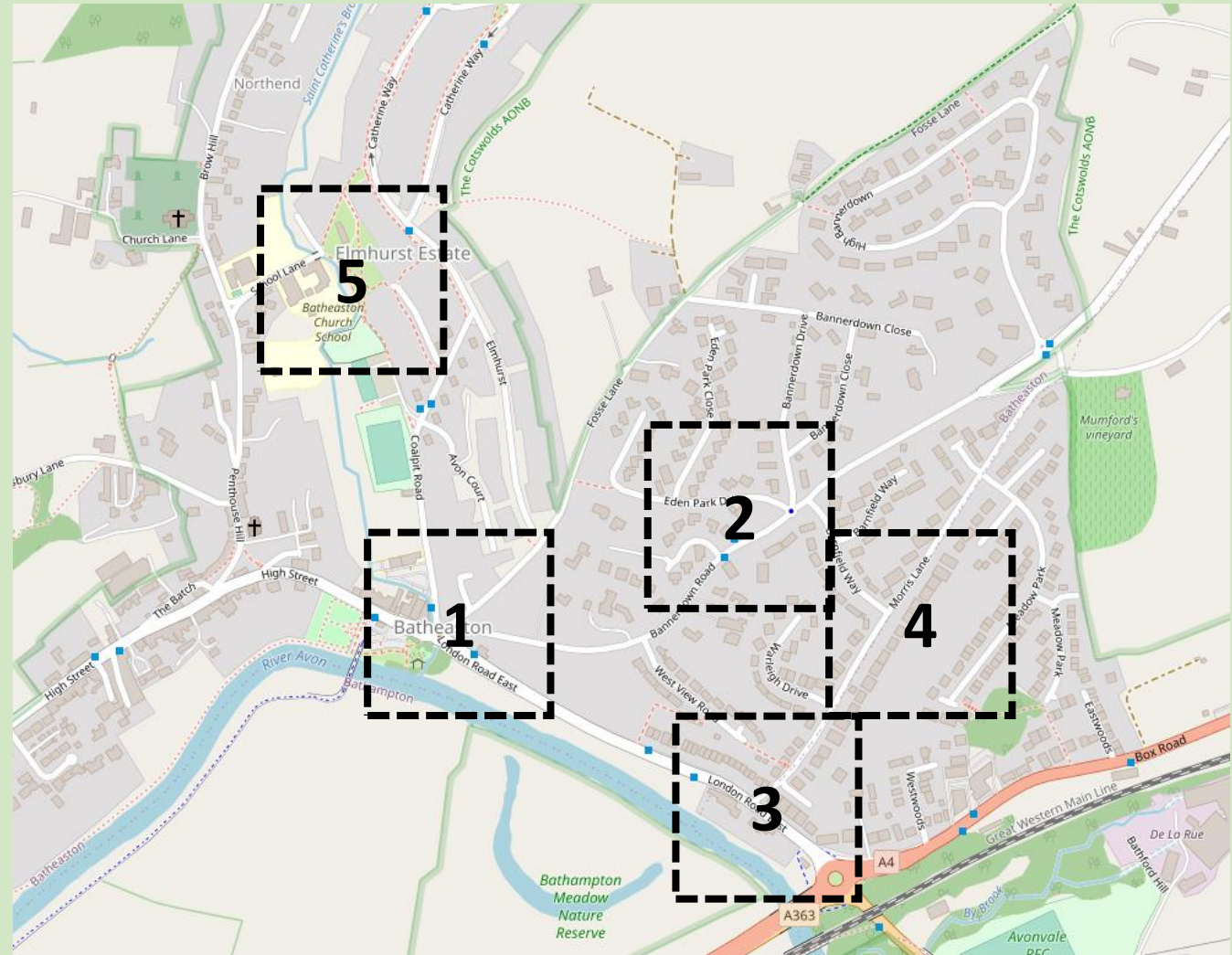
**Zone 1:** London Road East Roundabout

**Zone 2:** Bannerdown Road

**Zone 3:** London Road East and Morris Lane Junction

**Zone 4:** Morris Lane and Barnfield Way Junction

**Zone 5:** Batheaston New Village Hall





# Zone 1 London Road East Roundabout

Residents' suggestions to improve cycling opportunities in the area



## E-Cycle Facilities

E-Bike rental to encourage active travel modes.



Rental e-bikes



## Secure Storage

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



Secure Bike storage hangar © Better by Bike



E-bike trial

Cycle to work scheme





# Zone 1 London Road East Roundabout

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

## London Road East Mini Roundabout



Improve pedestrian crossings at the London Road East junctions of the mini roundabout.

Provide signals with a pedestrian phase to allow for safer crossing of people in this area.

## Bannerdown Road South



Widen the footways and provide crossing points for pedestrians.



# Zone 1 London Road East Roundabout

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

## London Road East Mini Roundabout



Investigate the benefits of traffic signals at the mini roundabout to ease traffic congestion.

Currently drivers have difficulty exiting the busy junction.

## Bannerdown Road South



Traffic calming along Bannerdown Road to reduce speeding traffic. The footways are very narrow and discourage people from walking.



# Zone 1 London Road East Roundabout

Residents' suggestions for additional themes which were mentioned during the workshop

## Car Park



Electric Vehicle (EV) charging points within the car park off London Road East.



Provision of Car Club spaces within the car park off London Road East.



## Mini Roundabout

Install signals at the roundabout with bus priority phasing to improve the public transport links in the area.



EV Charging Point



Car Club space





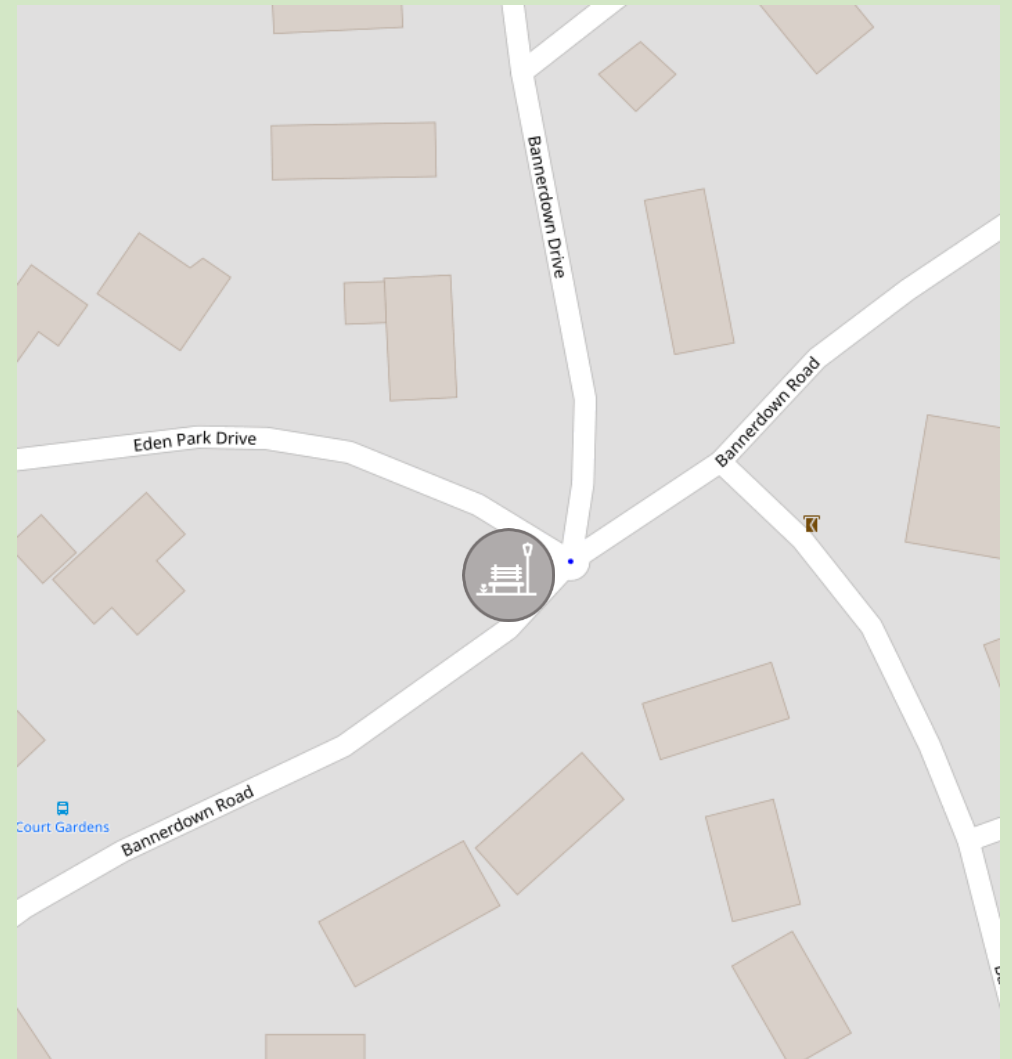
# Zone 2 Bannerdown Road

Residents' suggestions to improve the public spaces in the area

## Bannerdown Road Mini Roundabout



There is potential to improve the green space by the mini roundabout on Bannerdown Road such as providing benches and planters.



© Google Maps 2022



# Zone 2 Bannerdown Road

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



### Traffic Calming

Installation of traffic calming measures along Bannerdown Road to slow speeding traffic and improve safety. This would also improve air quality.



### Speed Reduction

Extend the 20mph speed limit further along Bannerdown Road.



### HGV Restrictions

Implement a HGV restriction along Bannerdown Road to increase the safety of drivers and pedestrians.



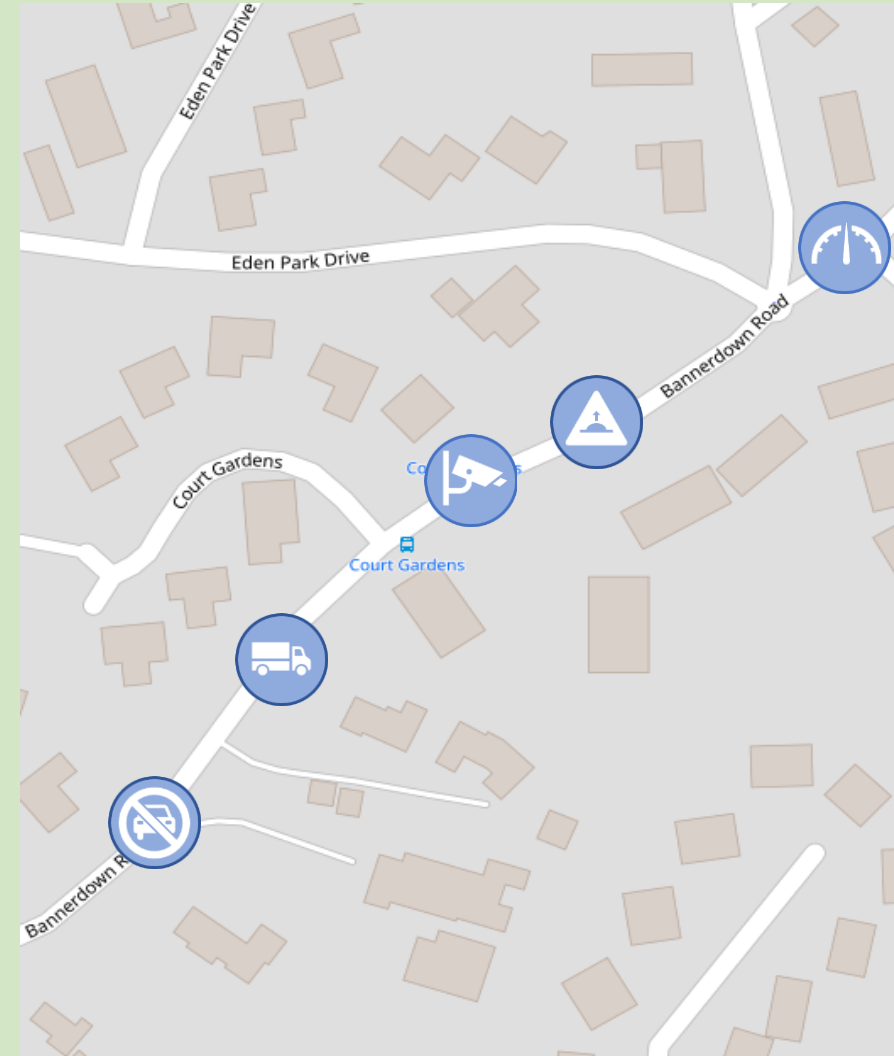
### Speed Cameras

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



### Parking Issues

Introduce yellow lines to stop pavement parking.



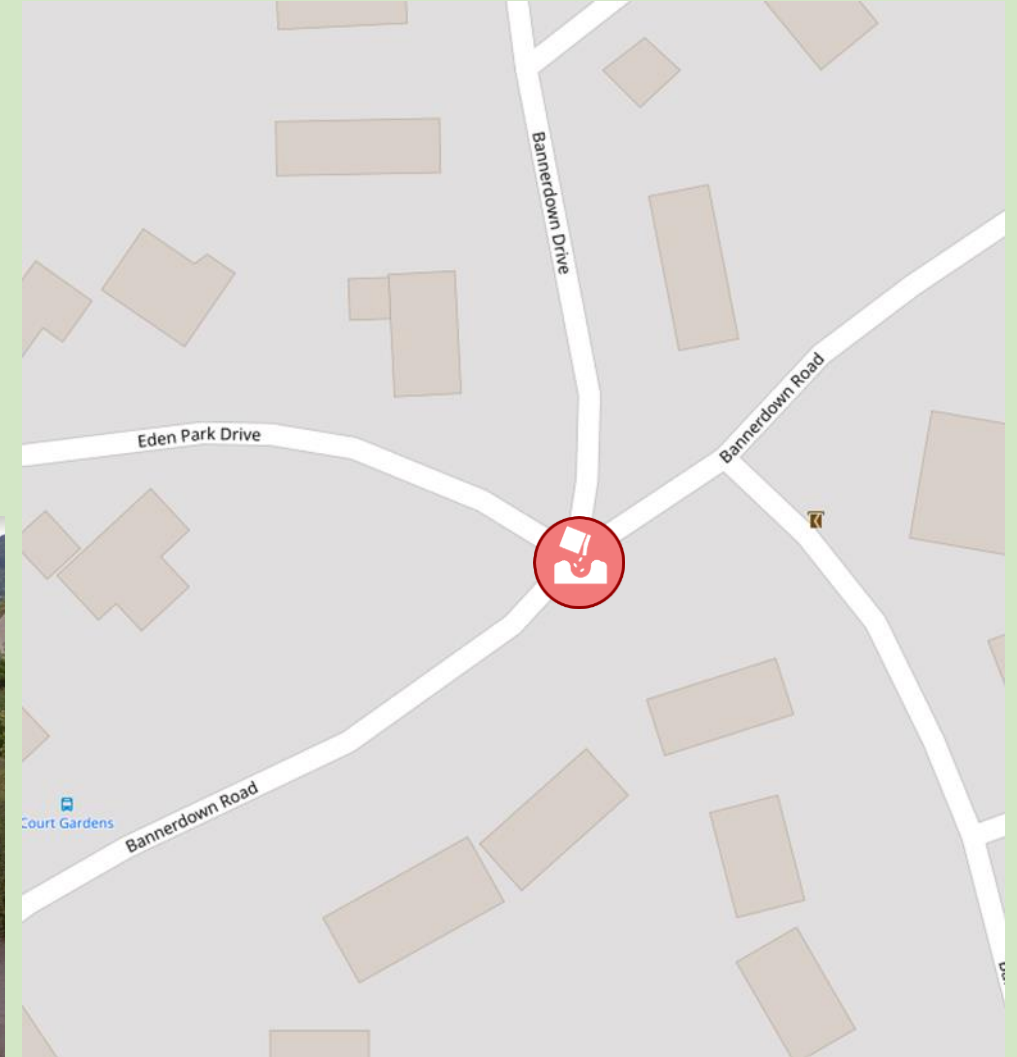
## Zone 2 Bannerdown Road

Residents'  
suggestions for  
maintenance to  
improve the area



### Hedges near the Bannerdown Road mini roundabout

Maintain overgrown hedges to improve  
the visibility of signage and the safety of  
drivers and pedestrians.



© Google Maps 2022

# Zone 3 London Road East and Morris Lane Junction

Residents' suggestions to improve cycling opportunities in the area

## London Road East



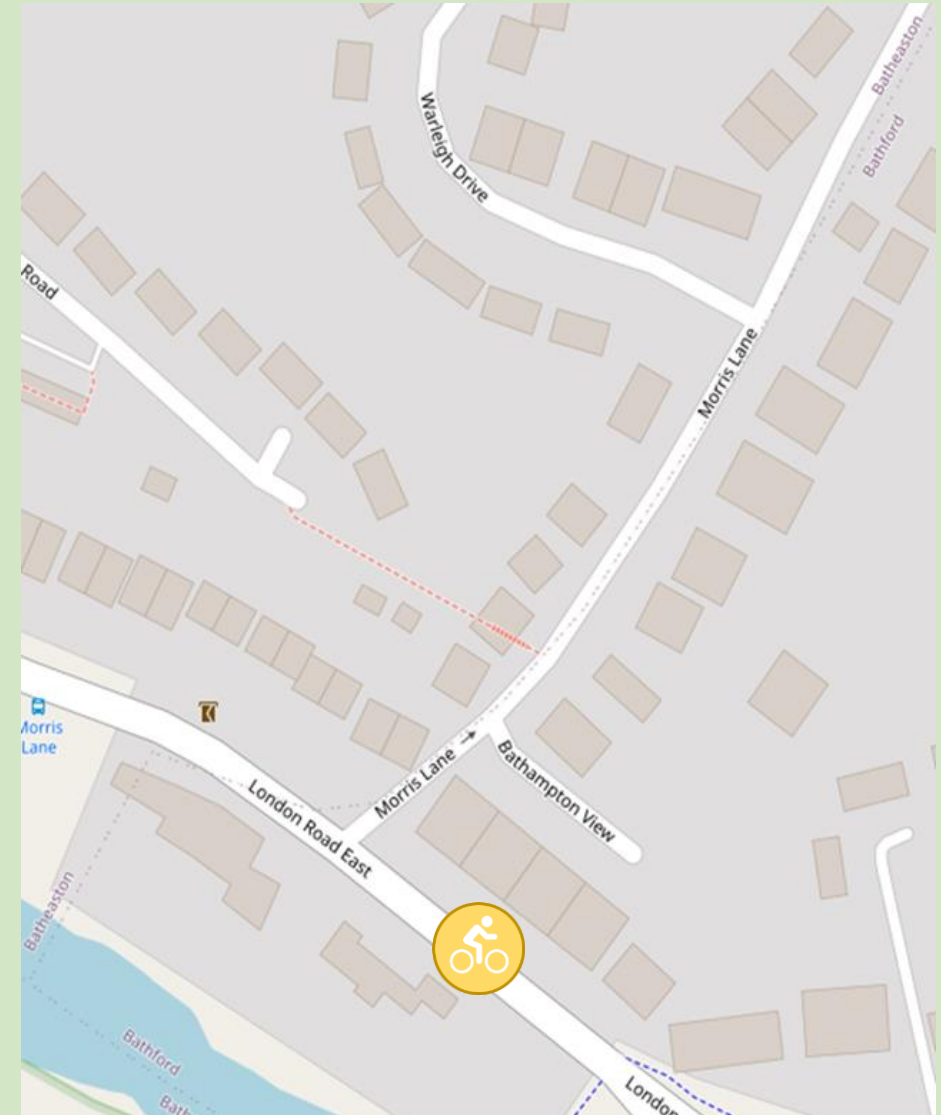
Introducing a cycle lane along London Road East could increase the safety of cyclists and encourage more active travel in the area.



Cycle to work scheme



Cycle lane © Sustrans





# Zone 3 London Road East and Morris Lane Junction

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



## London Road East and Morris Lane Junction

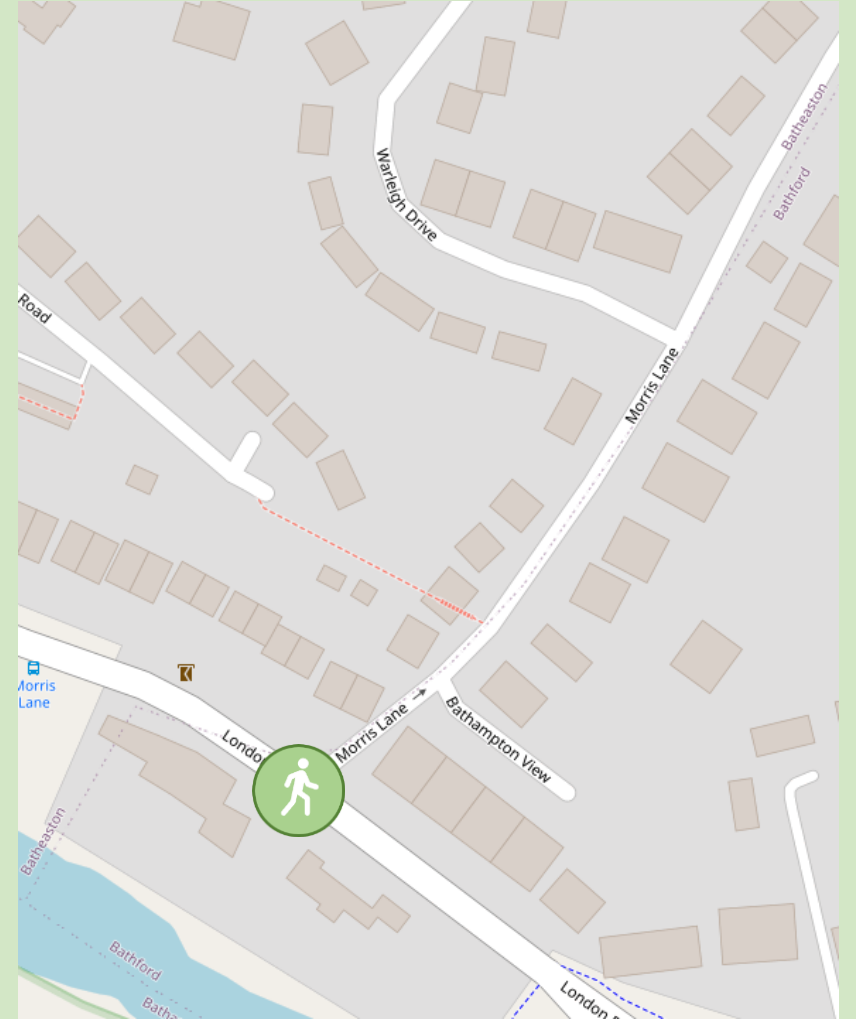
Provision of raised continuous footway at the junction of Morris Lane with London Road East.

Raise pedestrian crossings to improve the ease of accessibility for disabled individuals, wheelchair users, and pedestrians with pushchairs.

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



© Google Maps 2022





# Zone 3 London Road East and Morris Lane Junction

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

## Warleigh Drive/Morris Lane Junction



Reduce the junction size to slow vehicles entering and exiting Warleigh Drive.



A modal filter (e.g bollards or planters) at the junction of Morris Lane and London Road East could reduce through traffic.



There is potential to extend the one way restriction up to the Warleigh Drive junction.

## Traffic Calming

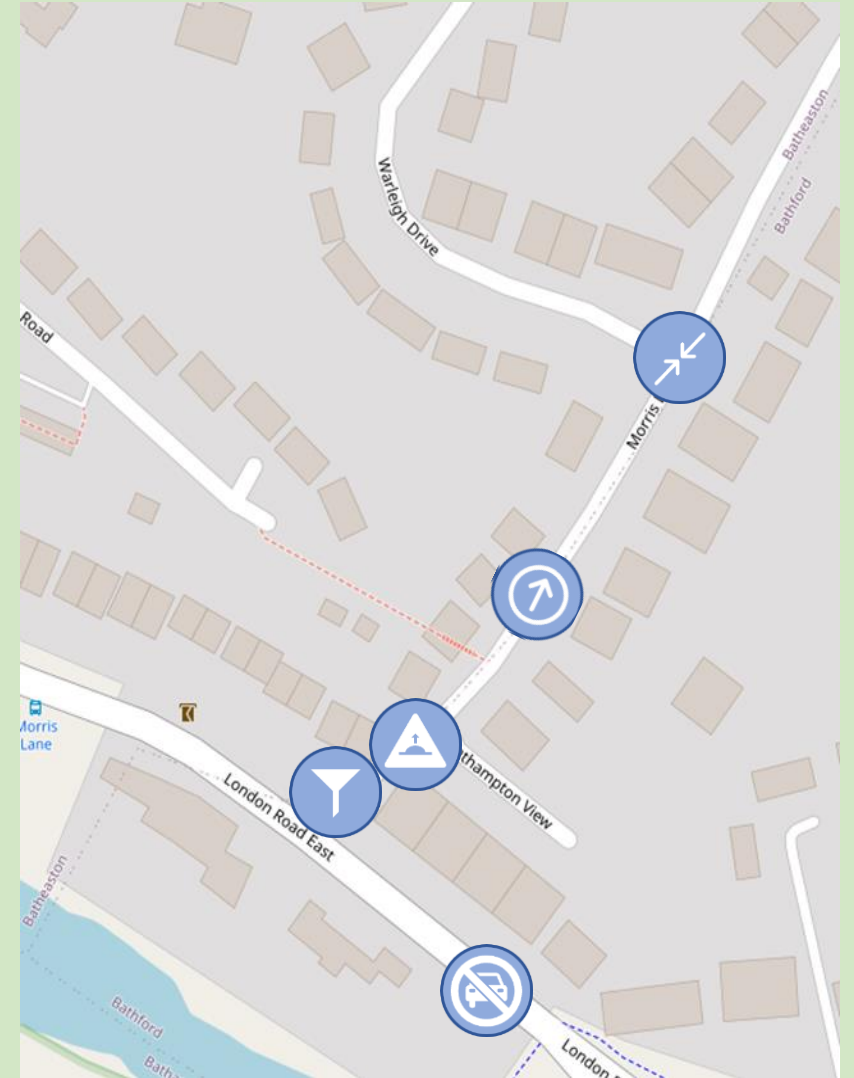


The introduction of traffic calming measures along Morris Lane would discourage speeding and promote a safer environment for pedestrians.

## London Road East



Parking is an issue along London Road East due to non-residents parking. Introducing a time limit for non-residential parking and/or introducing a residents parking zone would allow residents to park here and lead to fewer vehicles on the road overall.



# Zone 4 Morris Lane and Barnfield Way Junction

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



## Morris Lane/Barnfield Way Junction Re-design

Proposal to improve the junction and give priority to vehicles coming from the south down Morris Lane and turning right into Barnfield Way.



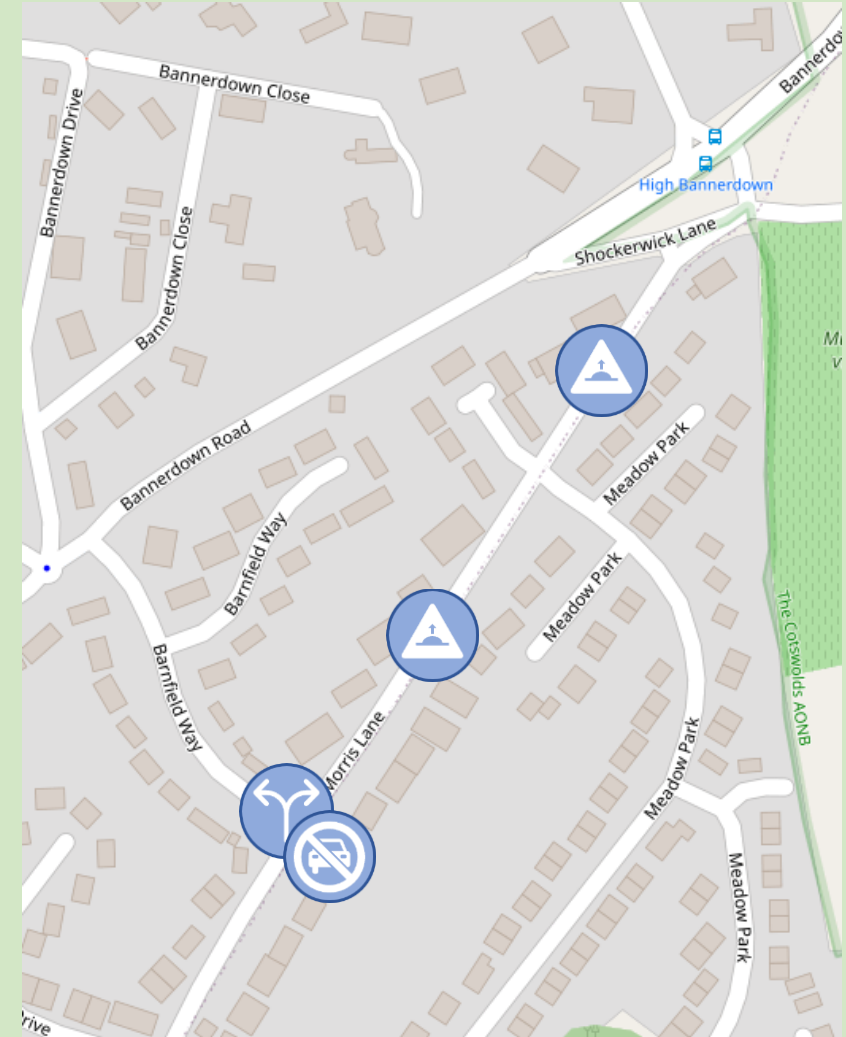
## Parking Restrictions

Introduce double yellow lines to prevent vehicles parking opposite the junction and increase the visibility for drivers.



## Traffic Calming

Traffic calming measures along Morris Lane would discourage speeding and promote a safer environment for pedestrians.



# Zone 5 Batheaston New Village Hall

Residents' suggestions to improve cycling opportunities in the area



## Cycleway

Potential to widen the public right of way into a segregated footway/cycleway.



## Secure Storage

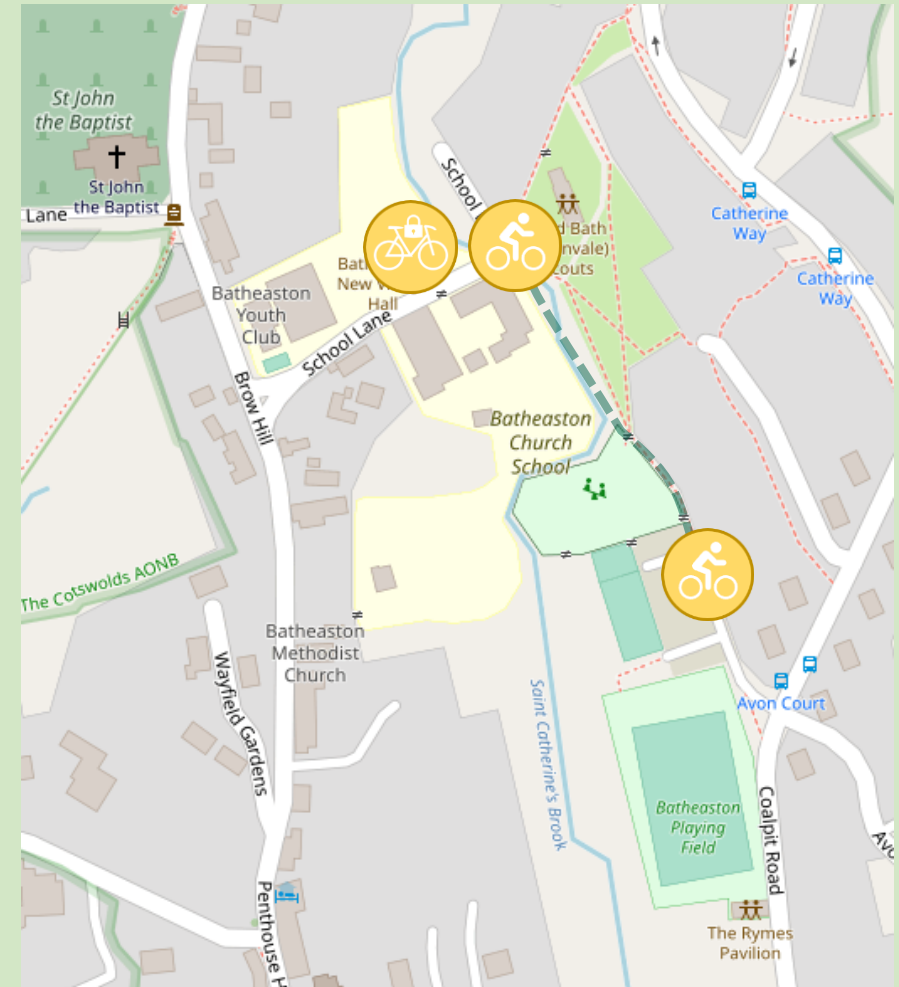
Secure bike parking at Batheaston New Village Hall would help with storage and encourage local active travel.



## Cycle to work scheme



Bicycle stands near St John The Evangelist's Church, Bath





## 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.



## 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 Morris Lane and Bannerdown Road 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 residents in the Morris Lane and Bannerdown Road area.
- 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 will be subject to further consultation, and in some cases trialled on the streets.

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
SL	MM	HH	CB

### Revision History

Revision	Revision date	Details	Authorised	Name	Position
P01	26/08/2022	-	HH	HH	Associate Director
P02	31/08/2022	-	MM	MM	Senior Consultant
P03	02/09/2022	Client comments	LD	LD	Principal Engineer

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