



Mount Road Co-development Workshop

Summary of Discussions
August 2022

Liveable Neighbourhoods Co-development Workshop

This report shows the outcomes of a workshop held on 23 May 2022 for residents in the Mount Road area of Bath. It also captures the outcomes of similar workshops run in the community by our partner Sustrans to capture different and seldom-hear voices.

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 Mount 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
- 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 Mount Road. 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 Liveable Neighbourhoods application for Mount Road focused on reducing traffic volumes around Roundhill Primary School to support safer walking and cycling. Local councillors also requested co-ordinating development with the 'Love Your High Street' programme.

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

About the Mount Road Area

Mount Road is a residential area located to the south west of Bath city centre, approximately 2 miles from Bath Spa train station.

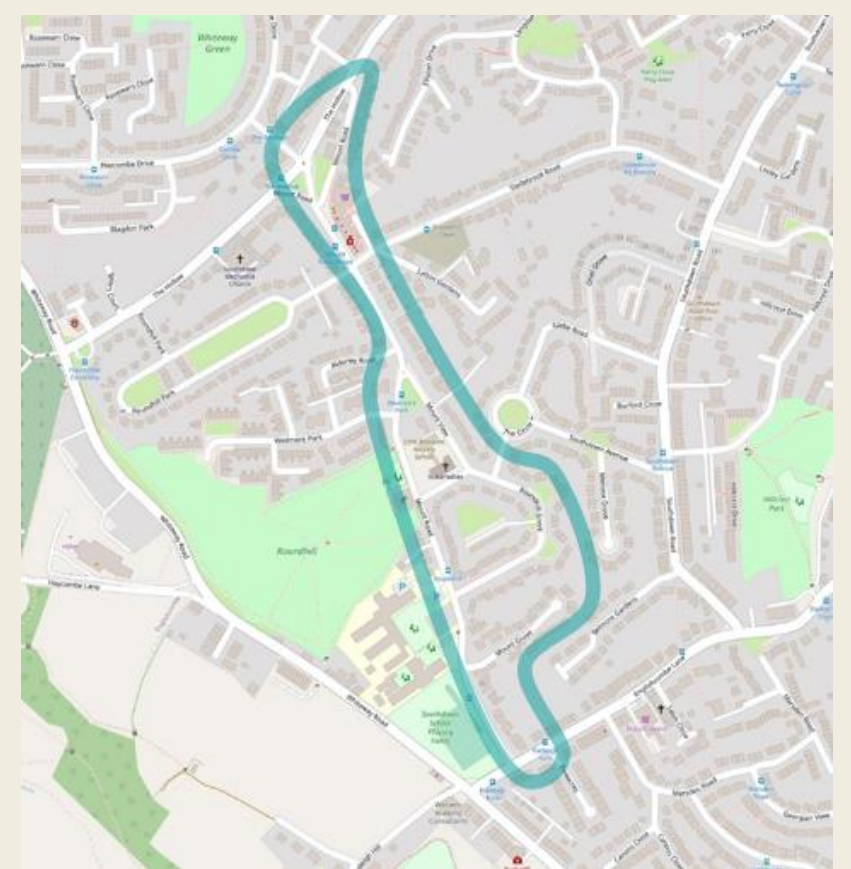
Mount Road is around 800m in length and connects The Hollow at the north and Englishcombe Lane to the south. To the east, Whiteway Road is a key route connecting Bristol to Bath.

The area is mainly residential, accommodating a local centre (shops), along with a school, nursery and a place of worship.

From discussions at the workshops there appears to be three key areas to Mount Road:

- The local centre with several shops at the north of Mount Road
- Several social and community spaces towards the centre of the area (the nursery, church and Roundhill Community Centre)
- Roundhill Primary School at the southern point of Mount Road

Traffic typically enters the Mount Road Area via The Hollow from the north and Englishcombe Lane from the South.



Outcomes of the Earlier Public Engagement

In December 2021, the council invited people to submit feedback across 15 Liveable Neighbourhood areas being prioritised. Out of the 1,625 responses submitted, 42 people commented on the Mount Road area. Below is a summary of what people said.

What is good about the area?:

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

What issues are experienced?:

- 35 said 'speeding traffic'
- 30 said 'through traffic'
- 24 said 'school run traffic'
- 22 said 'parking'
- 18 said 'pavement parking'
- 12 said 'not enough space for wheeling, walking, or cycling'

What measures could improve the area?:

- 25 said 'a restriction on through traffic or HGVs'
- 21 said 'new pedestrian crossings'
- 15 said 'new or wider footways'
- 14 said 'new or improved cycle lanes'
- 10 said 'trees, planting and spaces to sit'



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 (so discouraging 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 Odd Down Sports Ground on the 23rd May 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.

39 residents registered to attend 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 Mount Road? What needs nurturing?
- Group feedback

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



The Sustrans Workshops

Sustrans visited and spoke to a scouts group on the 13th June 2022 and with students at Roundhill Primary School on the 6th July 2022 to get input from younger people. They also ran a workshop with residents at Bath City Farm on the 29th June 2022.

The workshops had a similar format to the co-design workshop that took place with residents on the 23rd May.

At the Bath City Farm workshop, Sustrans officers engaged with a diverse group of residents, including parents of young children, older people, physical disabilities, and some volunteers of the therapeutic gardening club.

At the youth engagements, 11 scouts and 60 primary school children participated in the workshops to identify areas and streets that they liked or disliked. They also mapped out their regular routes and gave ideas for improvements in the area.

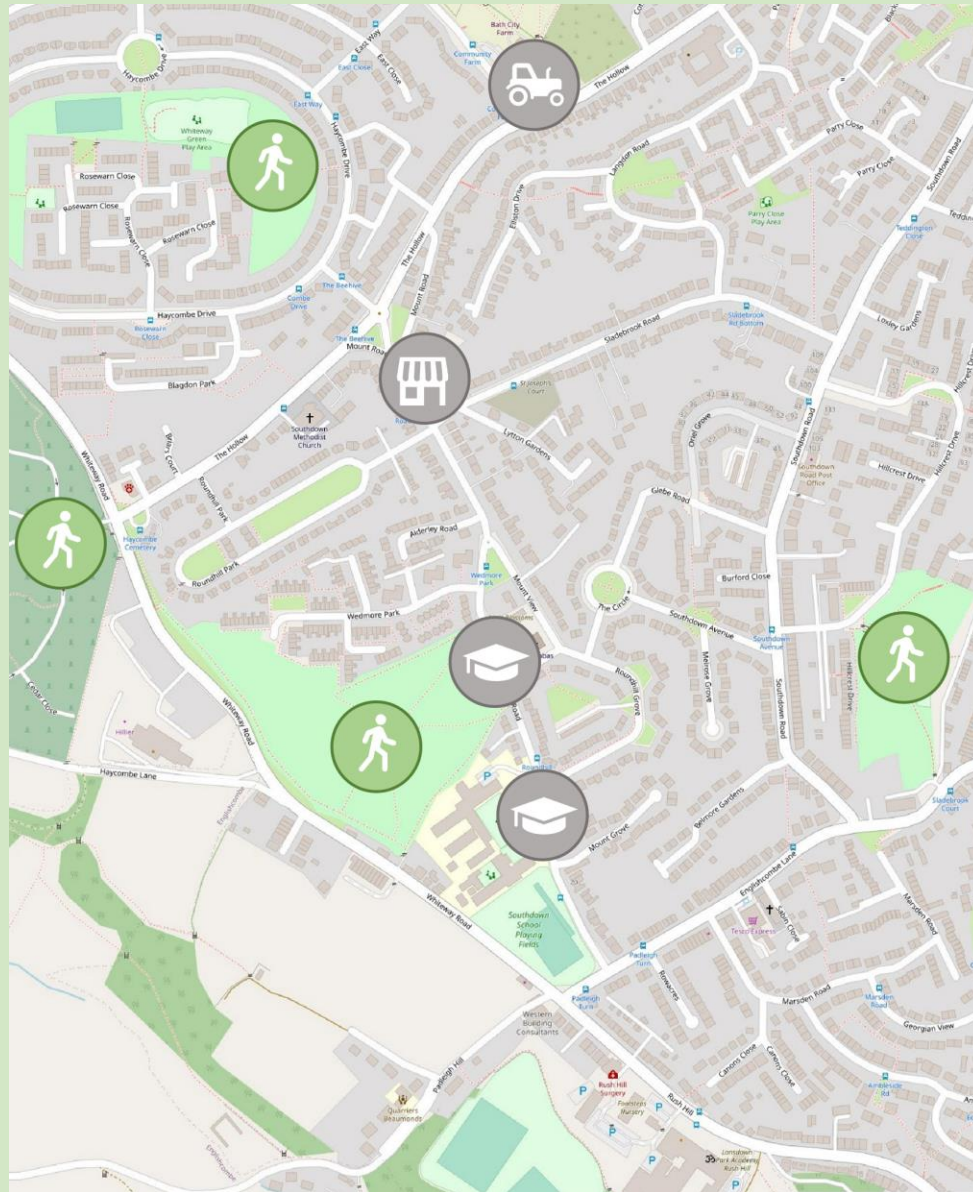
This report also documents the findings from the Sustrans Workshops.



Exercise 1

What people said they liked about Mount Road

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



There are some great established areas/green spaces to go for a walk/wheeling.



Close access to shops.



Local school and nursery.

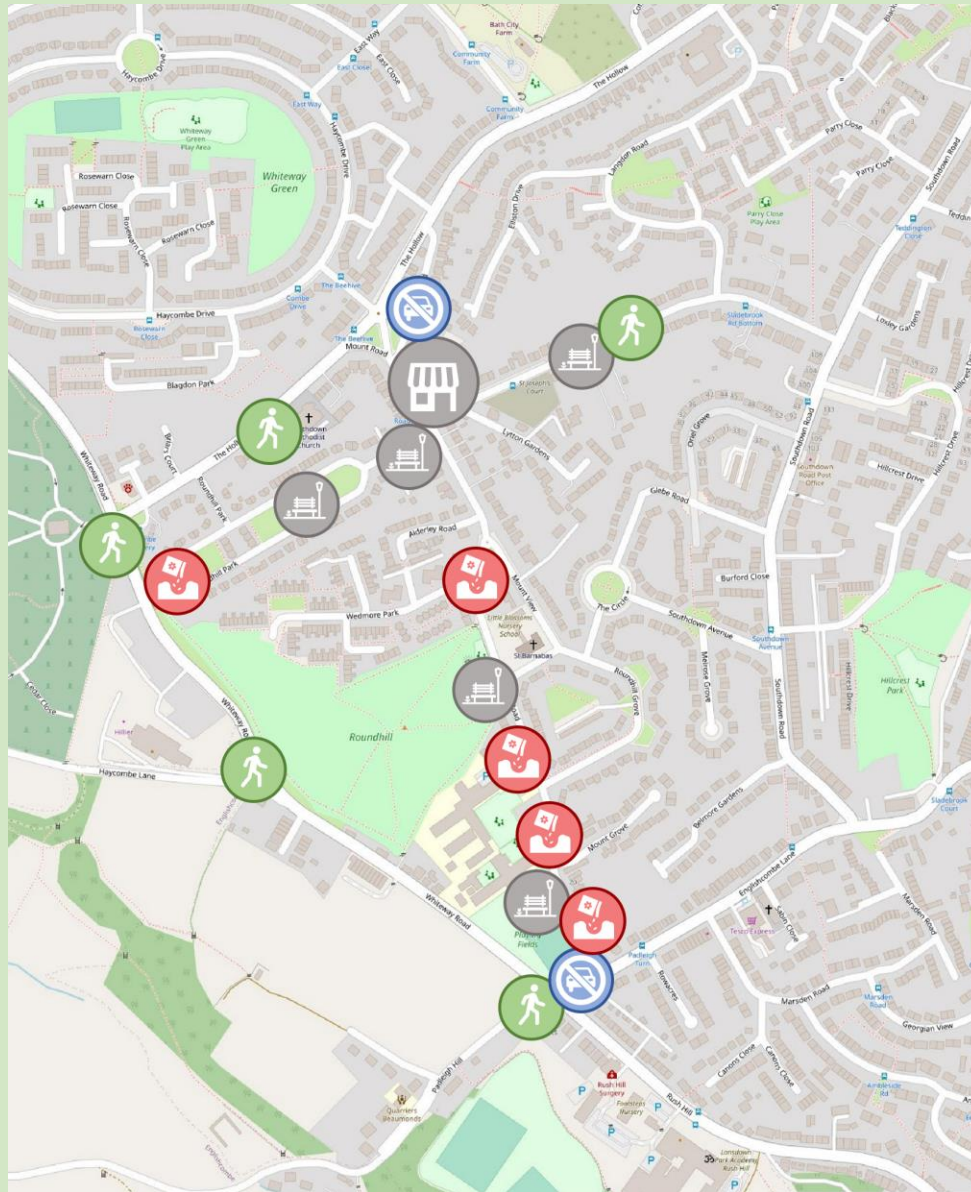


Local community farm located just to the north of Mount Road, which could offer opportunities for local events e.g food markets etc. around the shops.



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 parking
connected with
the school run
and around the
doctor's surgery.



The top of Mount
Road around the
shops, isn't viewed
as being friendly or
inviting.



A lack of public
green spaces along
Mount Road and
Sladebrook Road
which could
encourage social
interaction.



Some areas have
hedges which are
not regularly
maintained, or the
poor placement of
trees, which is
restricting
accessibility,
especially
on pavements.



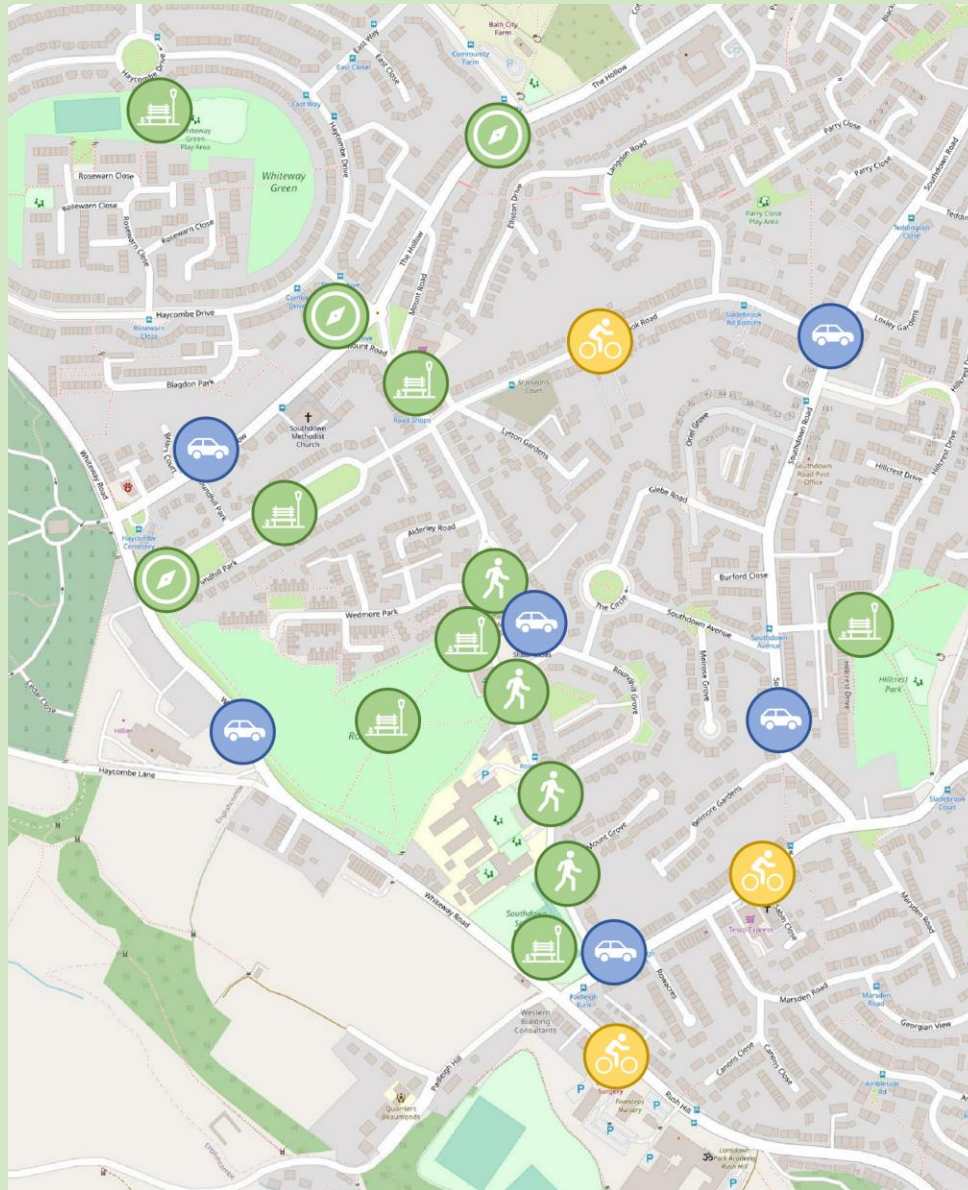
There are some
great areas to go for
a walk, but there are
limited spaces to
cross busy roads and
limited opportunity to
walk through housing
estates in some
places.



Exercise 3

What people said are the movement patterns

We asked each table to discuss and identify on a map typical 'movement' patterns i.e where people travel, how they move and any barriers they have experienced.



Steep hills around Mount Road and poor road surfacing is seen as a big barrier to cycling.



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



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



Narrow pavements on Mount Road, plus badly placed trees inhibit people walking or wheeling their journey, particularly with children.



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



What did we learn ... ?

- The cluster of shops at the north of Mount Road are popular, but also have issues relating to anti-social behaviour and poor driver behaviour, particularly around speeding and pavement parking
- There is a lot of support for the local green spaces and the opportunities they present for walking, wheeling and cycling
- Steep roads presents a challenge for people to be more active
- A lack of spaces for social interaction
- There is poor parking with the school 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



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 Mount Road and poor road surfacing is seen as a big barrier to cycling.



Traffic Interventions

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



Improved Public Spaces

There is a desire for more access to local green spaces, shops, school and nursery, as well as the local community farm to the north of Mount Road.

The top of Mount Road, around the shops, isn't viewed as being friendly or inviting.

A lack of seating inhibits more walking or wheeling.



Better Allocation of Road Space

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

More space could also be allocated for public spaces would encourage and facilitate social interaction.

There are some great areas to go for a walk, but there are limited places to cross busy roads and the few opportunities to walk through housing estates.

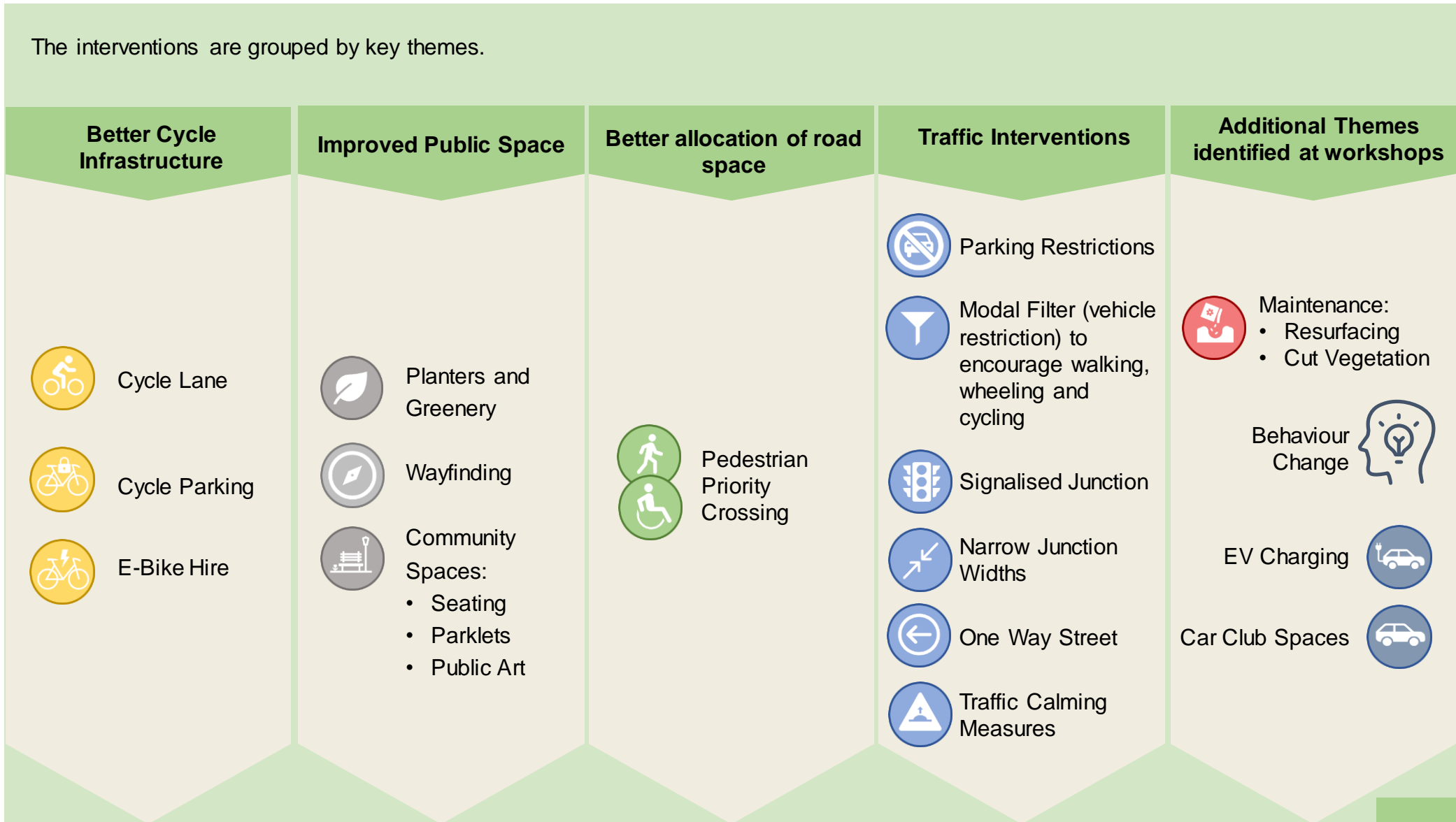
There is poor parking during the school run and around the doctor's surgery.

Poor hedge maintenance and badly placed trees, restricts people's ability to walk on the pavements. This is a big barrier for those wheeling and parents with children.

Better signage would encourage people to walk around.

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 're-imagine' Mount Road, suggesting ways to solve some of the issues identified in the earlier exercises, suggesting ways to make getting around safer and more inclusive for everyone.

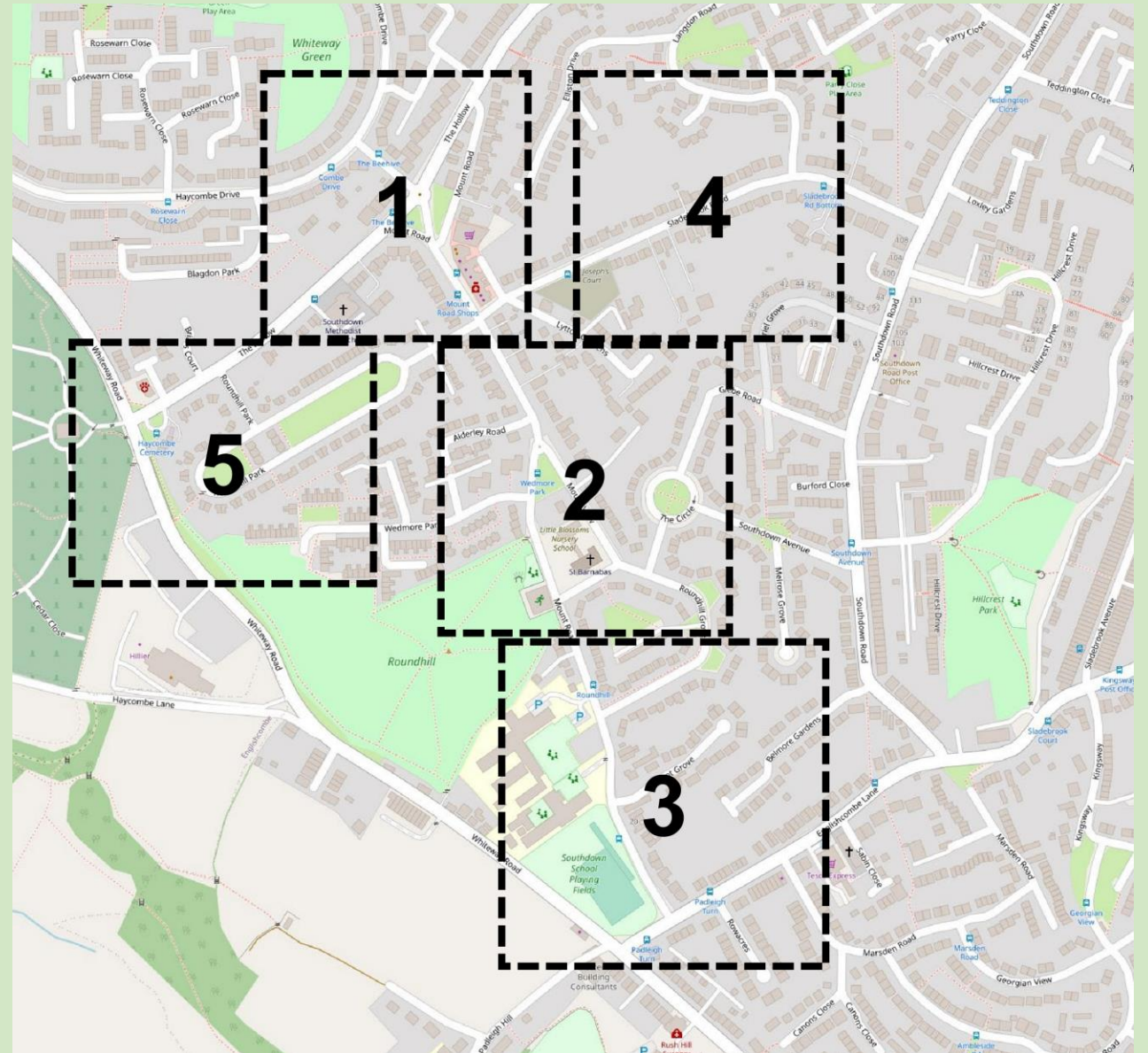
Zone 1: Mount Road shops & The Hollow

Zone 2: Centre of Mount Road

Zone 3: Roundhill Primary School

Zone 4: Sladebrook Road

Zone 5: The Hollow/ Whiteway Junction



Zone 1 Mount Road Shops and The Hollow

Residents' suggestions to improve cycling opportunities in the area



Area outside Co-op

E-Bike Rental to encourage active travel modes.



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Area at Sladebrook Road Junction

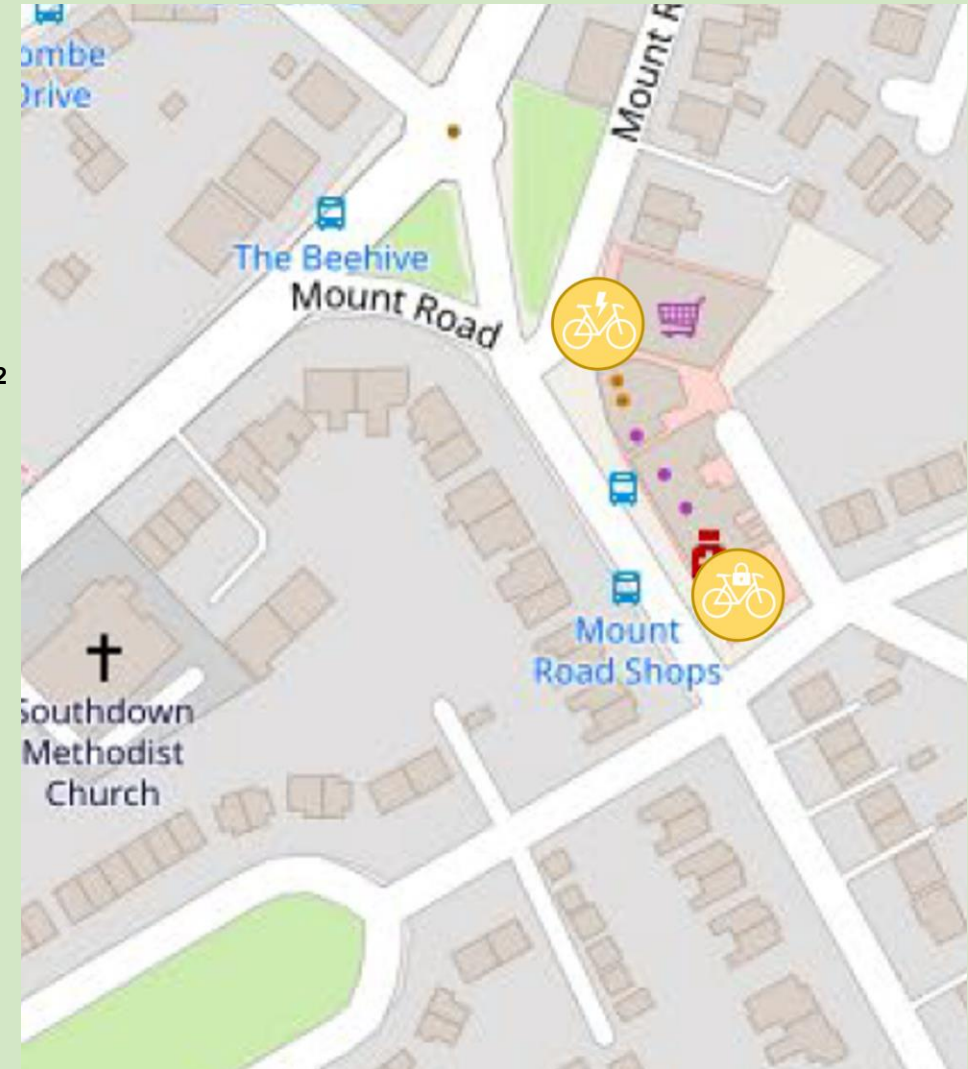
Secure bike parking to help with storage and encourage local active travel



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E-bike trial
Cycle to work scheme



Zone 1 Mount Road Shops and The Hollow

Residents' suggestions to improve the public spaces in the area



Area outside Co-op

Planters and Parklets to revitalise local space and allow businesses to expand into the space along the pavement.

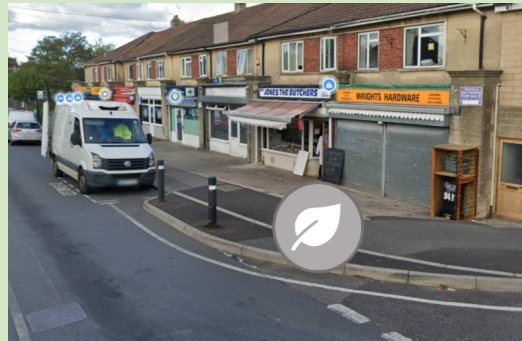


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Area at Sladebrook Road Junction

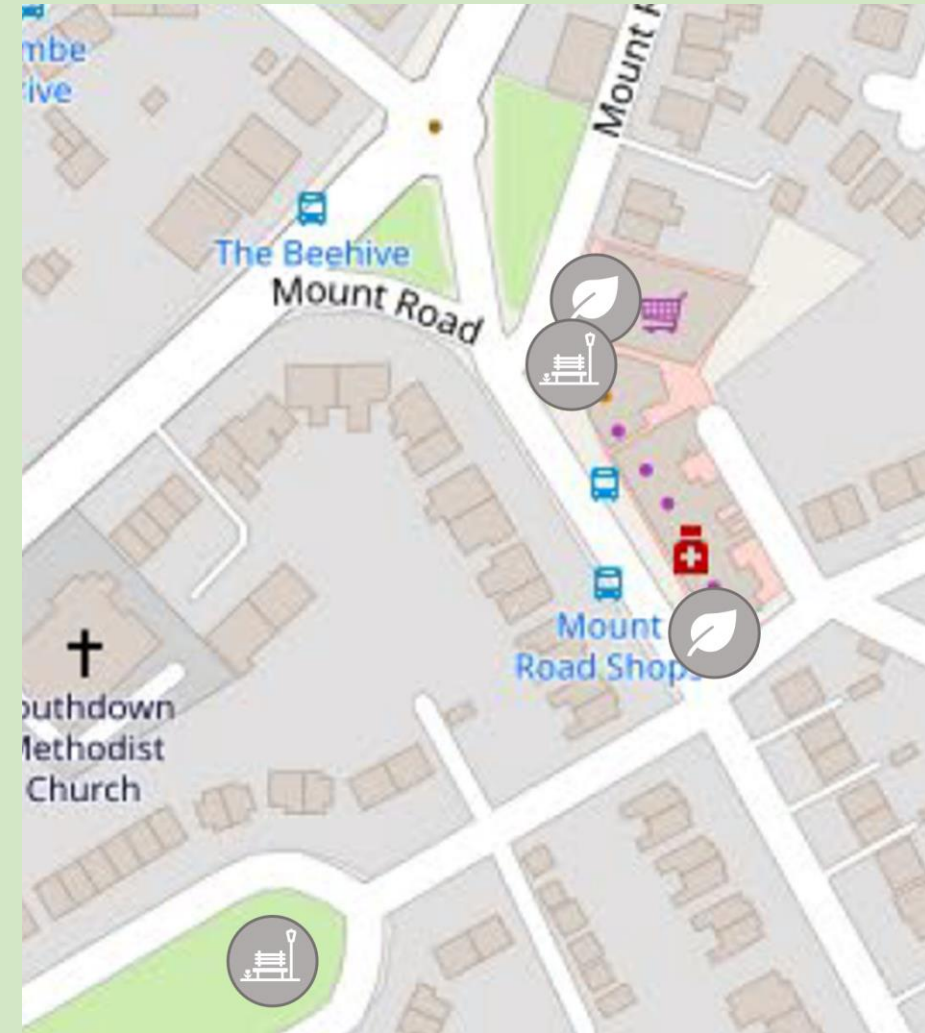
Planters and greenery to help improve the look and feel of the area



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Consider walking for short journeys



Zone 1 Mount Road Shops and The Hollow

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



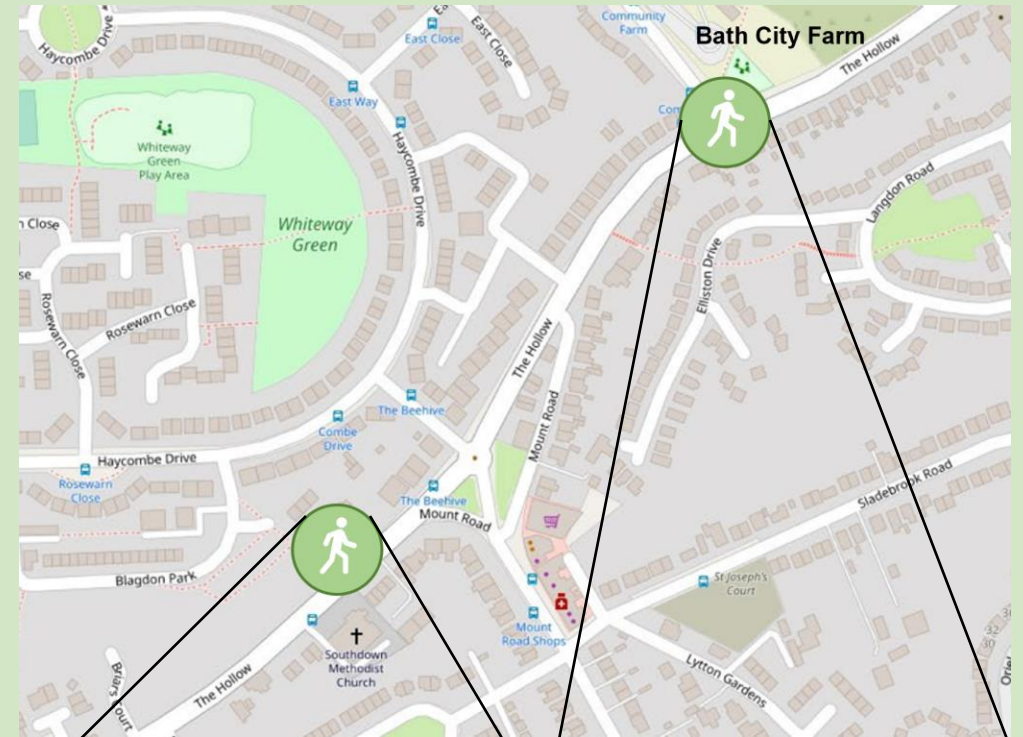
The signalised crossings along The Hollow

New crossings could be provided along The Hollow, helping to connect the Bath City Farm and the Haycombe Drive area to Mount Road.

It would improve safety for people in the area to walk and for less abled people to have access to these spaces.



Consider walking for short journeys



Zone 1 Mount Road Shops and The Hollow

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

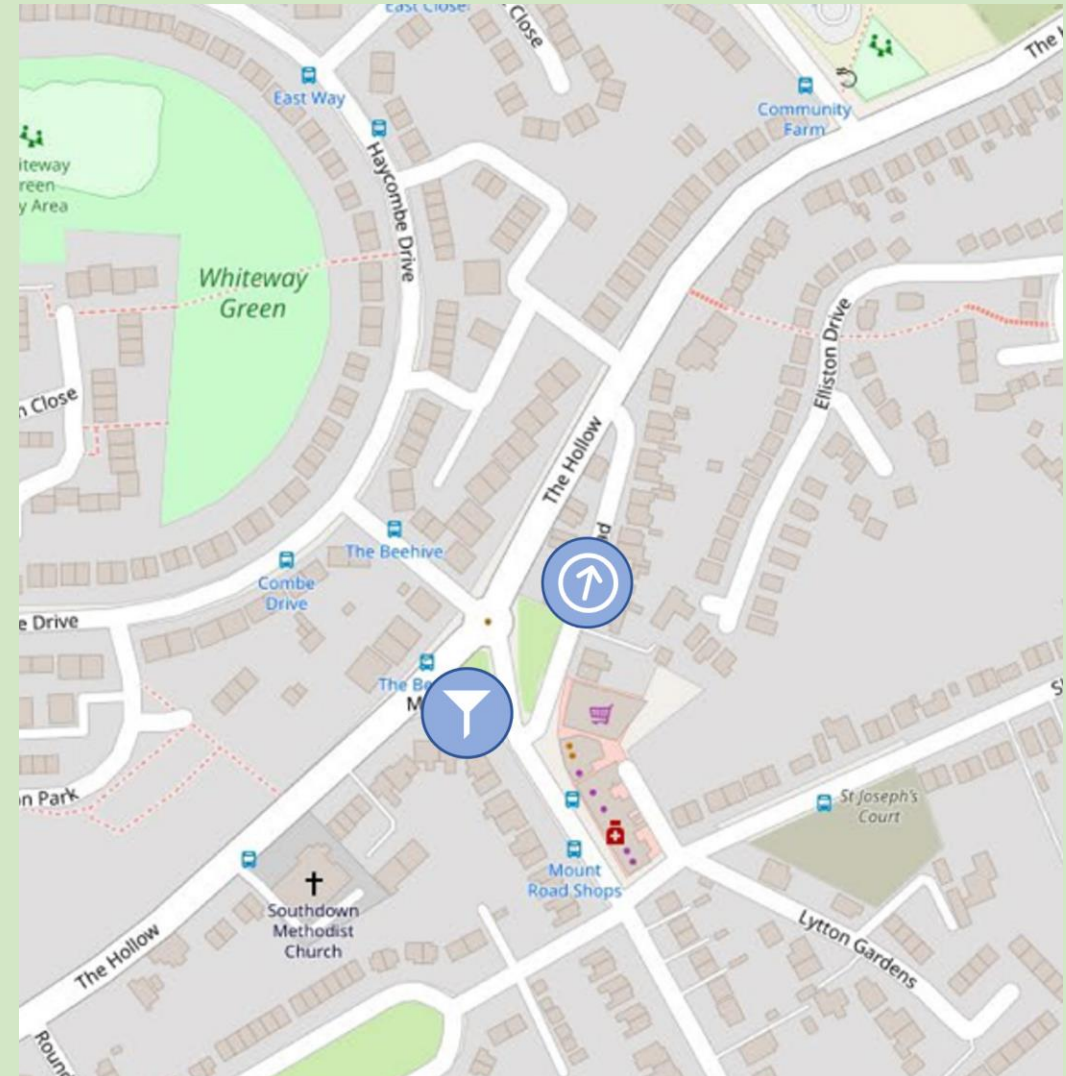
Modal filter on Mount road junction arm



Potential installation of a modal filter at the junction with The Hollow would remove through traffic along this section of Mount Road and encourage drivers to use the roundabout entrance.



The modal filter in combination with a one way system would reduce through traffic using Mount Road as a through route. This area could be reclaimed and used as a community space.



Zone 1 Mount Road Shops and The Hollow

Residents' suggestions for maintenance to improve the area

Area at Sladebrook Road Junction

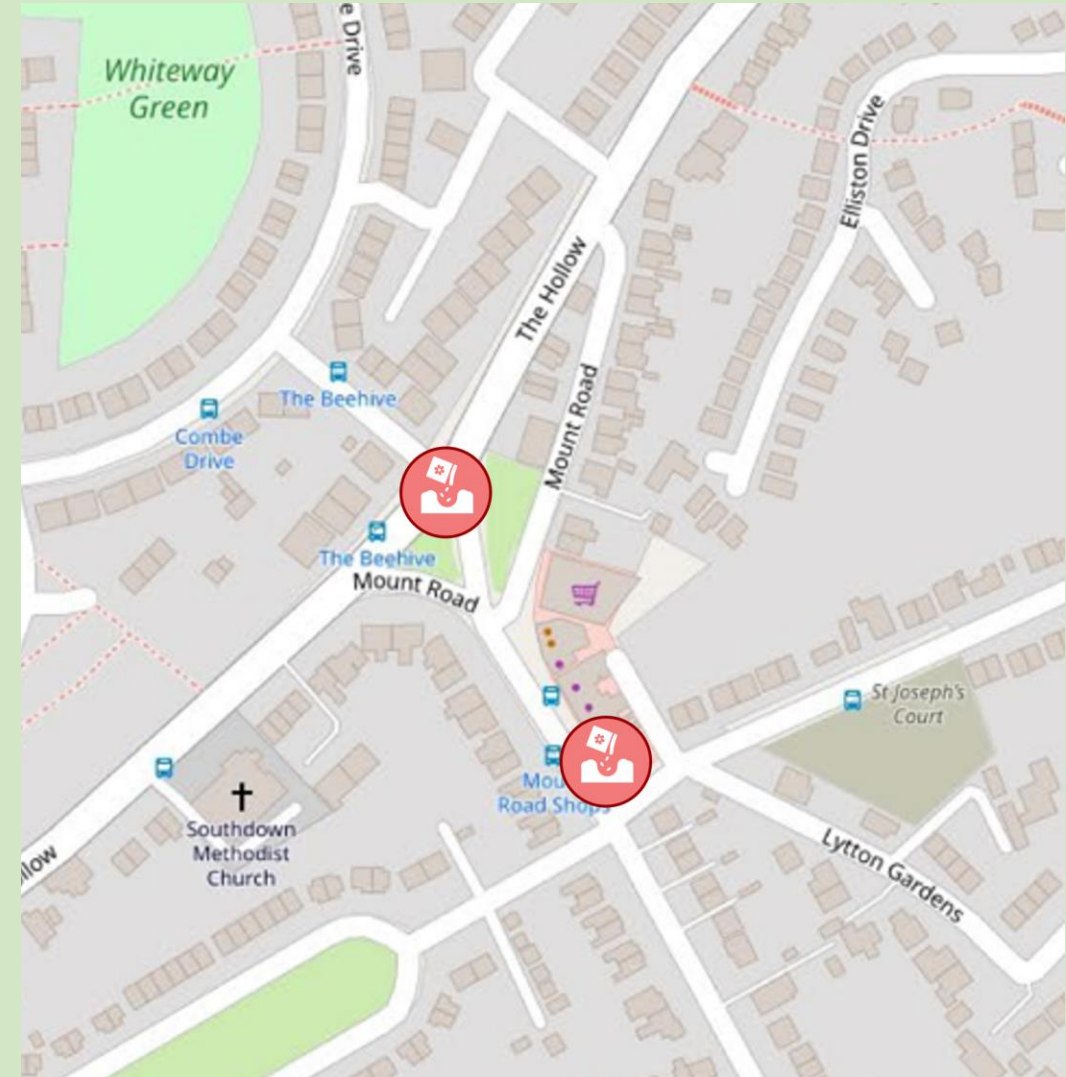


Improving the surface of the pavements would make it easier for people to move around the area.

The Hollow/Mount Road Junction



Resurfacing and refresh the white-lining of the mini-roundabout to make it better and safer for road users.



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Zone 2 Centre of Mount Road

Residents' suggestions to improve cycling opportunities in the area

Area outside Roundhill Centre



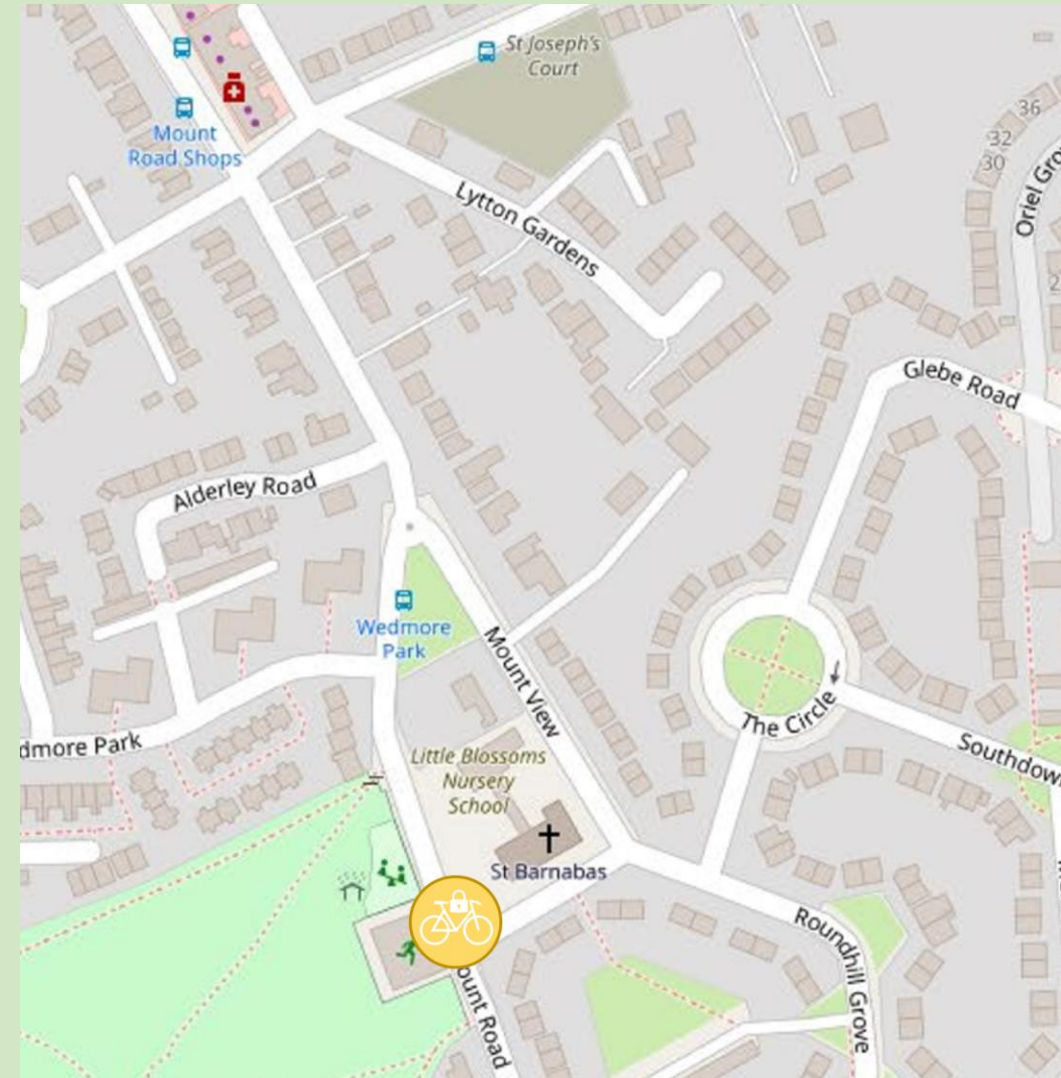
Improve bike storage facilities at the Roundhill Centre to encourage active travel.



Consider cycling for short journeys



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Zone 2 Centre of Mount Road

Residents' suggestions to improve the public spaces in the area

Area outside Roundhill Centre



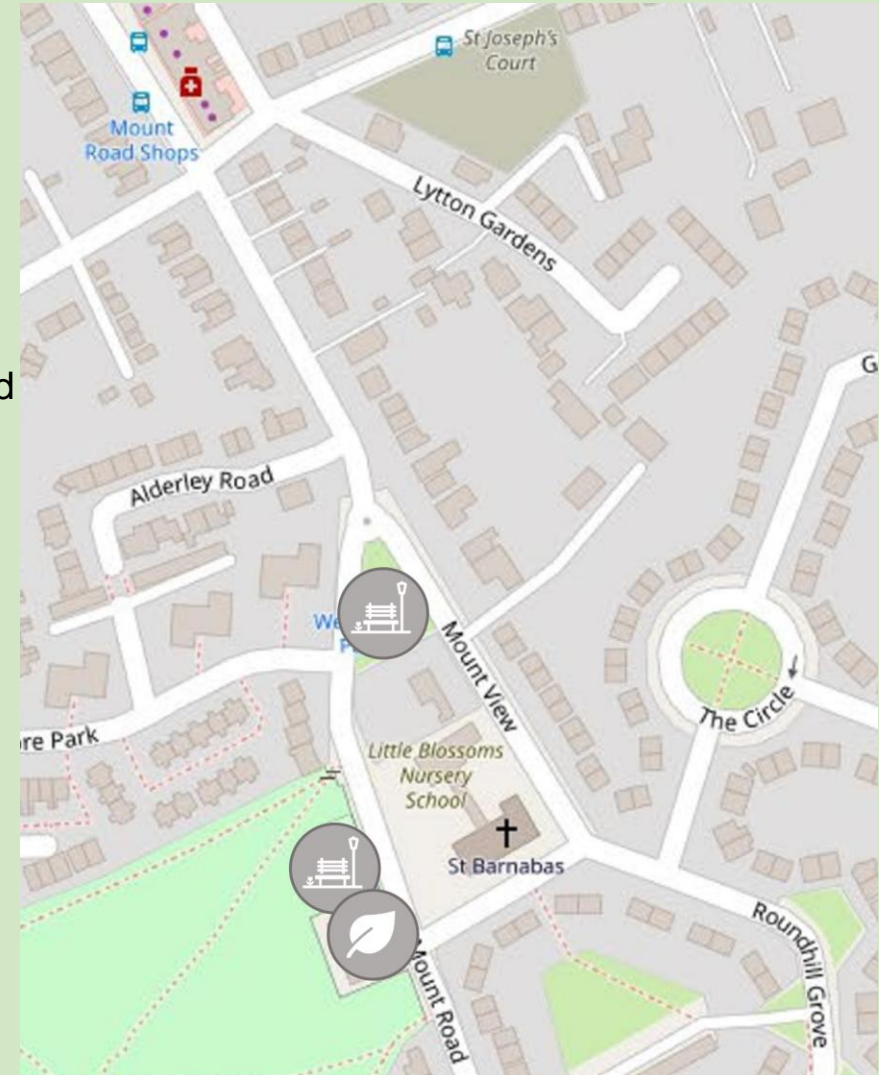
Installation of a parklet to provide seating and encourage social interaction. This could also provide space for secure bike storage and public art.



Installation of planters provide additional greenery to attract natural wildlife and improve local biodiversity. Planters could also provide an opportunity for the local community and residents to 'grow their own'



Potential for a "grow your own" scheme



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Zone 2 Centre of Mount Road

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



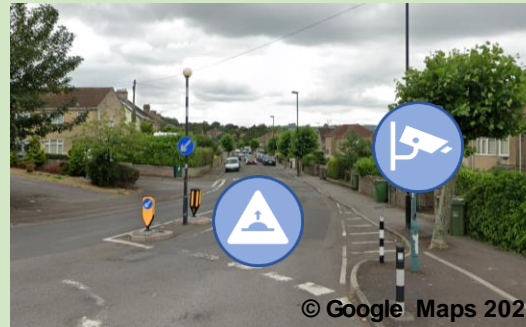
Mini Roundabout

Change design with mini roundabout to help reduce traffic speed.



Traffic calming along Mount road

Install speed camera along straight section of Mount Road to deter speeding.



Installation of speed cushions will reduce speeding from vehicles and allow buses to pass over without major interference.



Area outside Roundhill Centre

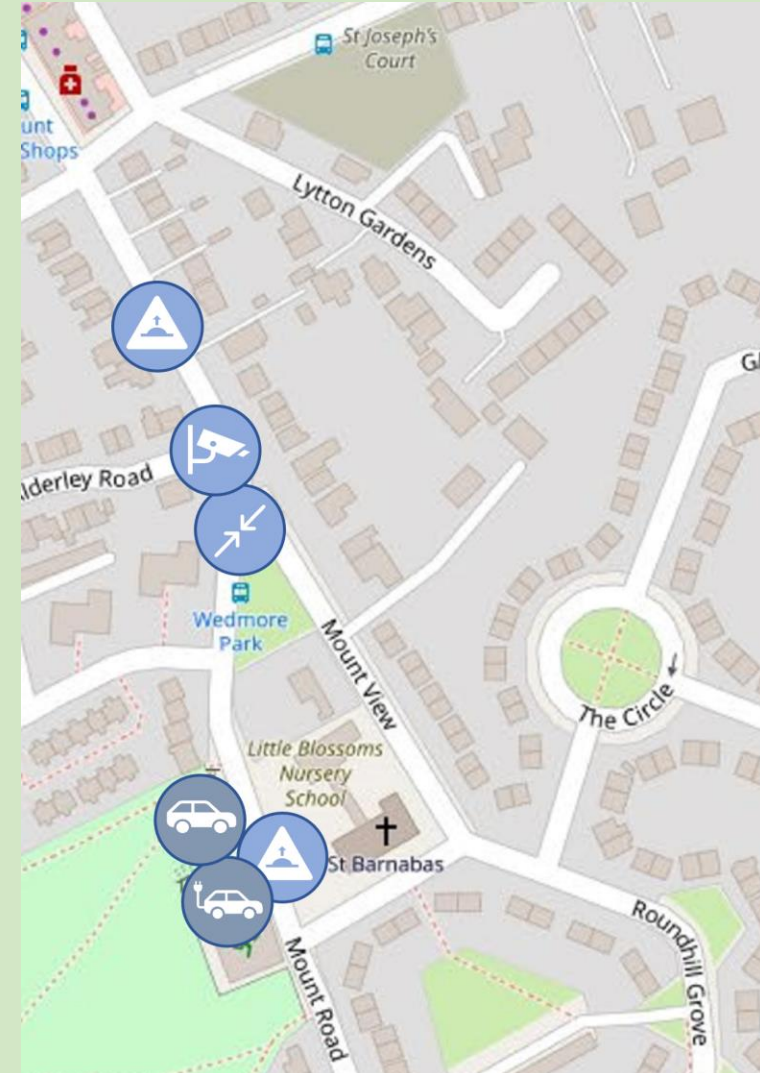
Electric vehicle charging



Car club space



Consider walking for short journeys and car club incentives



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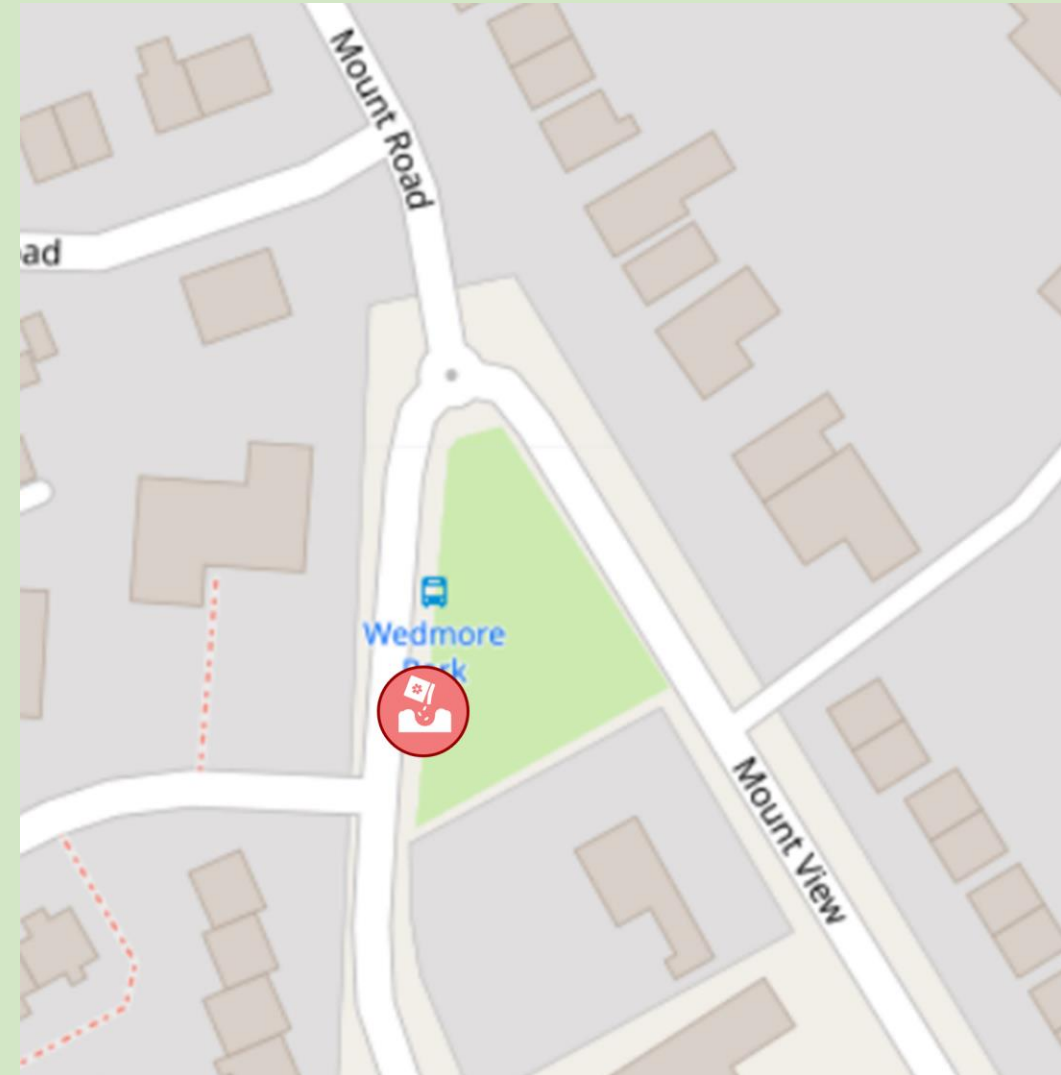
Zone 2 Centre of Mount Road

Residents'
suggestions for
maintenance to
improve the area

Area at Mount Road



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



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Zone 3 Roundhill Primary School

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

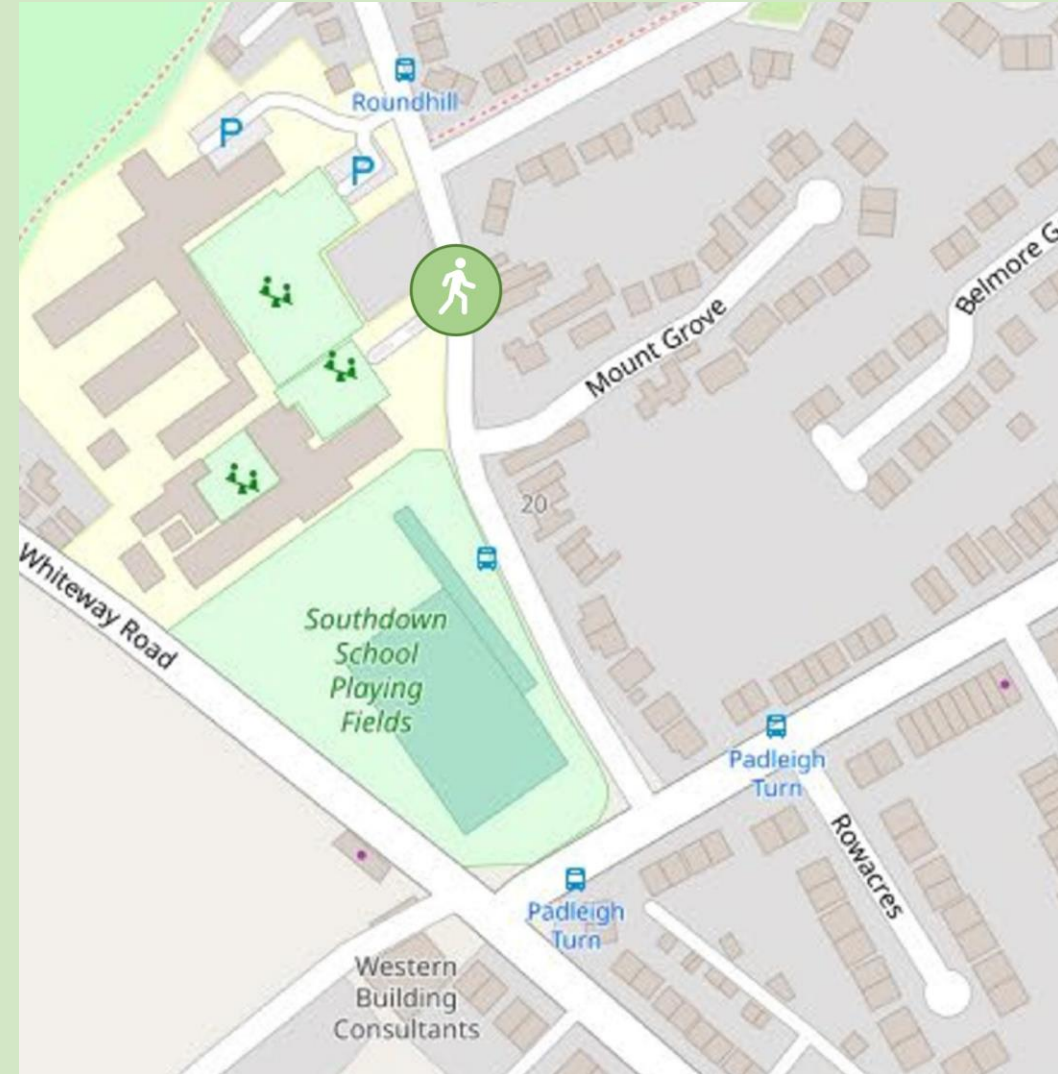
Area at Roundhill Grove Junction



Provision of a controlled crossing at location of existing crossing point. This will act as a safe crossing for pedestrians as well as slowing down passing vehicles travelling past the school.



Consider walking for short journeys



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Zone 3 Roundhill Primary School

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



Area outside school gates

Provision of *school street* along Mount Road outside of the primary school. This would stop through traffic passing the school at pick up and drop off, allowing children to safely walk or wheel to and from school.



Installation of speed cushions to deter speeding on approach to school, from both directions.



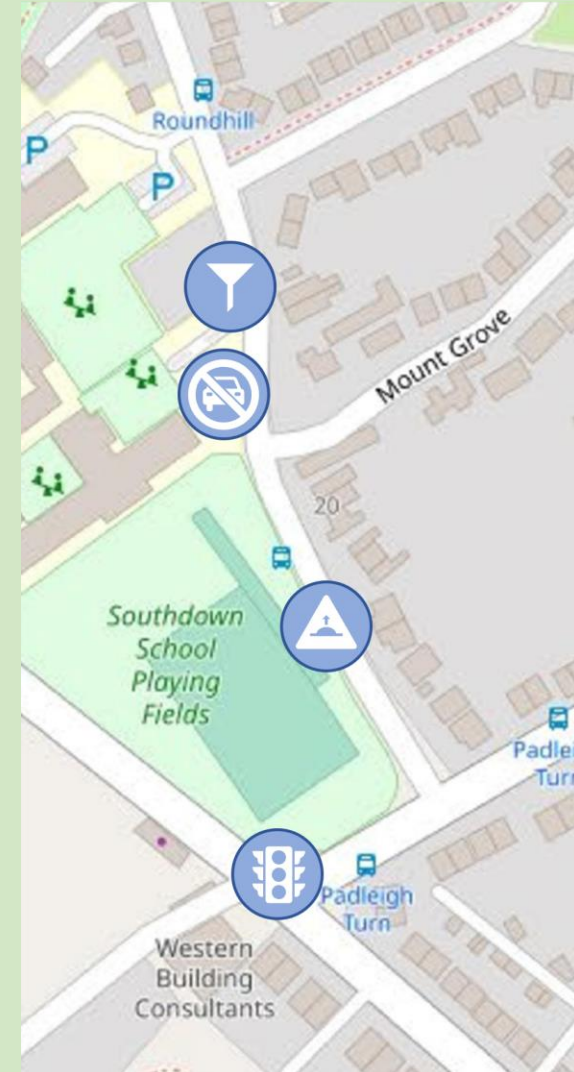
Area at Roundhill Grove Junction

This is also the proposed location for a part time modal filter which will help to achieve the school street by stopping through traffic at certain times of the day.



Signalised Whiteway Road Junction with pedestrian phase

Introduce a signalised junction at the intersection of Whiteway Road, Englishcombe Lane and Padleigh Hill to encourage people to walk to school and make crossing the road safer.



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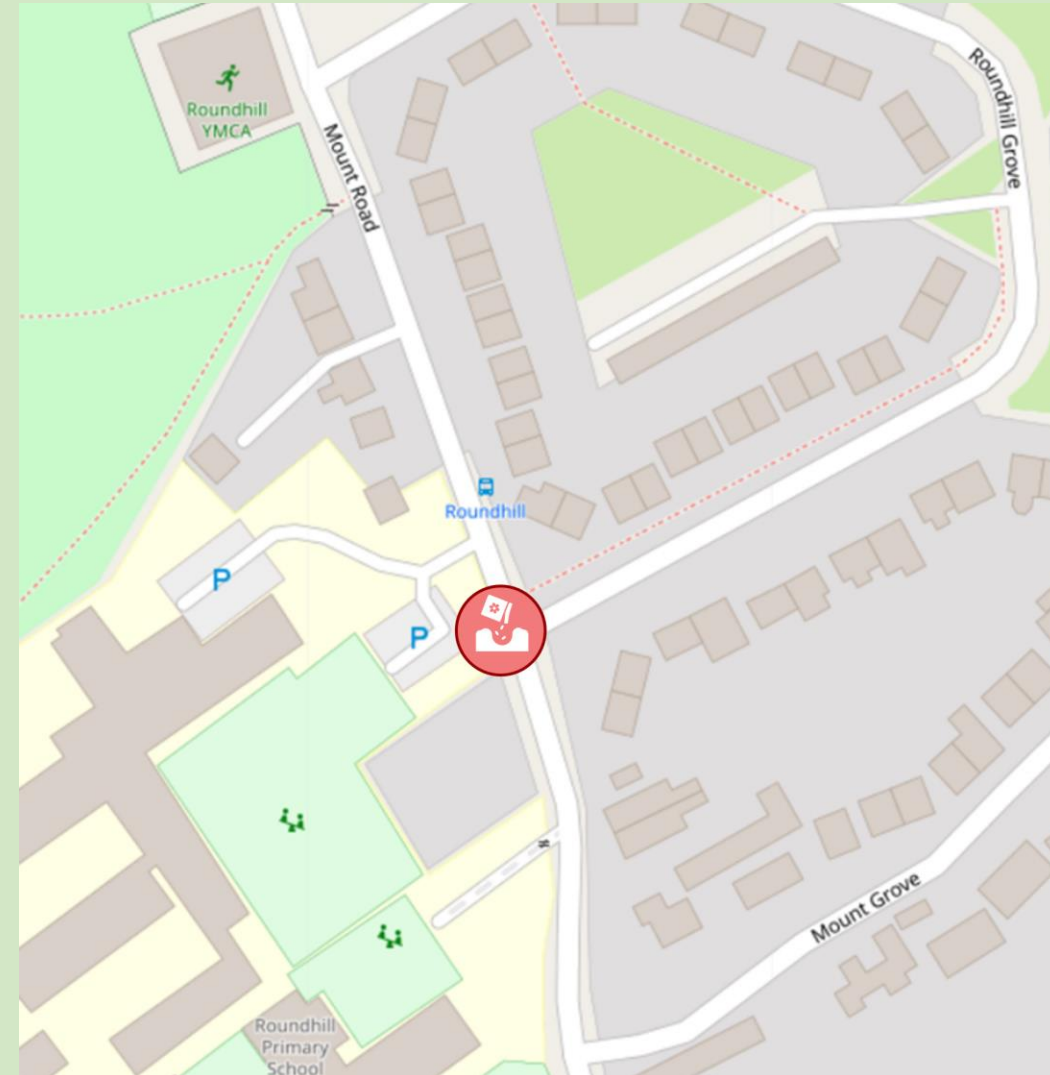
Zone 3 Roundhill Primary School

Residents' suggestions for maintenance to improve the area

Area at Mount Road



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



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Zone 4 Sladebrook Road

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



Creation of pinch points with buildouts

Changes to the road design along section of Sladebrook Road, which will make it narrower, will help slow traffic as drivers have to steer through the narrowed road space.



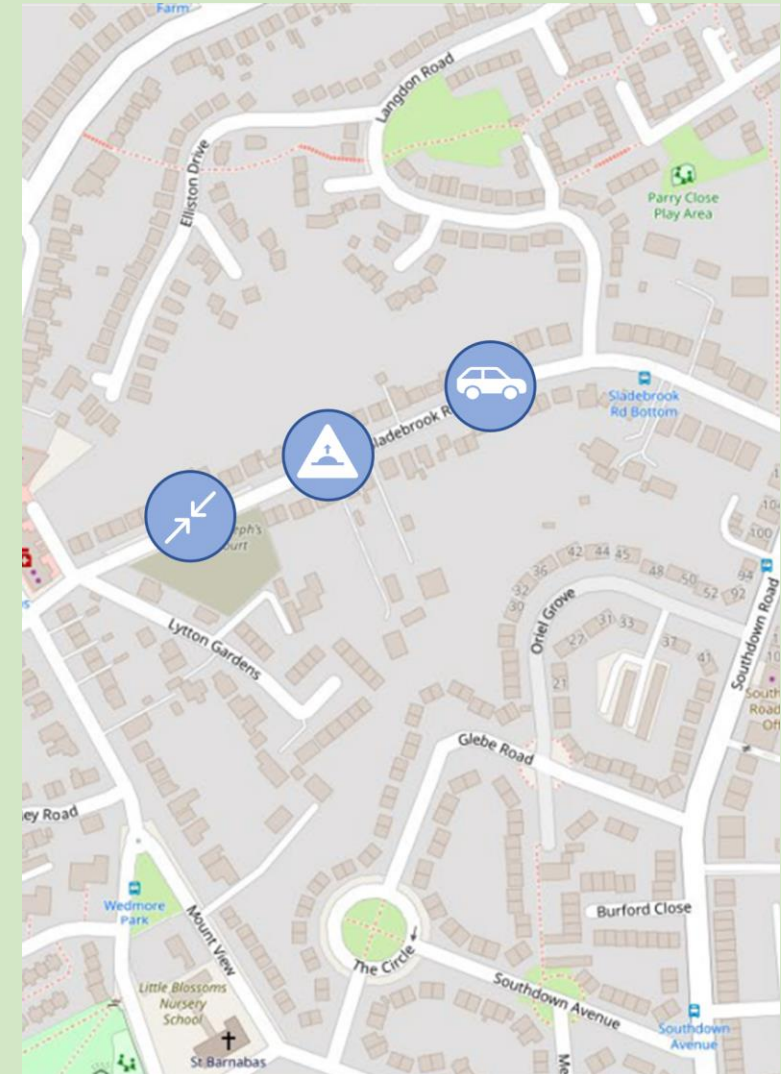
Creating parking bays to produce a chicane

Creating new areas of parking along Sladebrook Road can be done so that it alters the layout of the road and reduces speeding as drivers move passed parked cars on both sides of the road.



Speed bumps along road

The installation of speed cushions can be used to slow traffic along Sladebrooke Road.



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Zone 5 The Hollow / Whiteway Road Junction

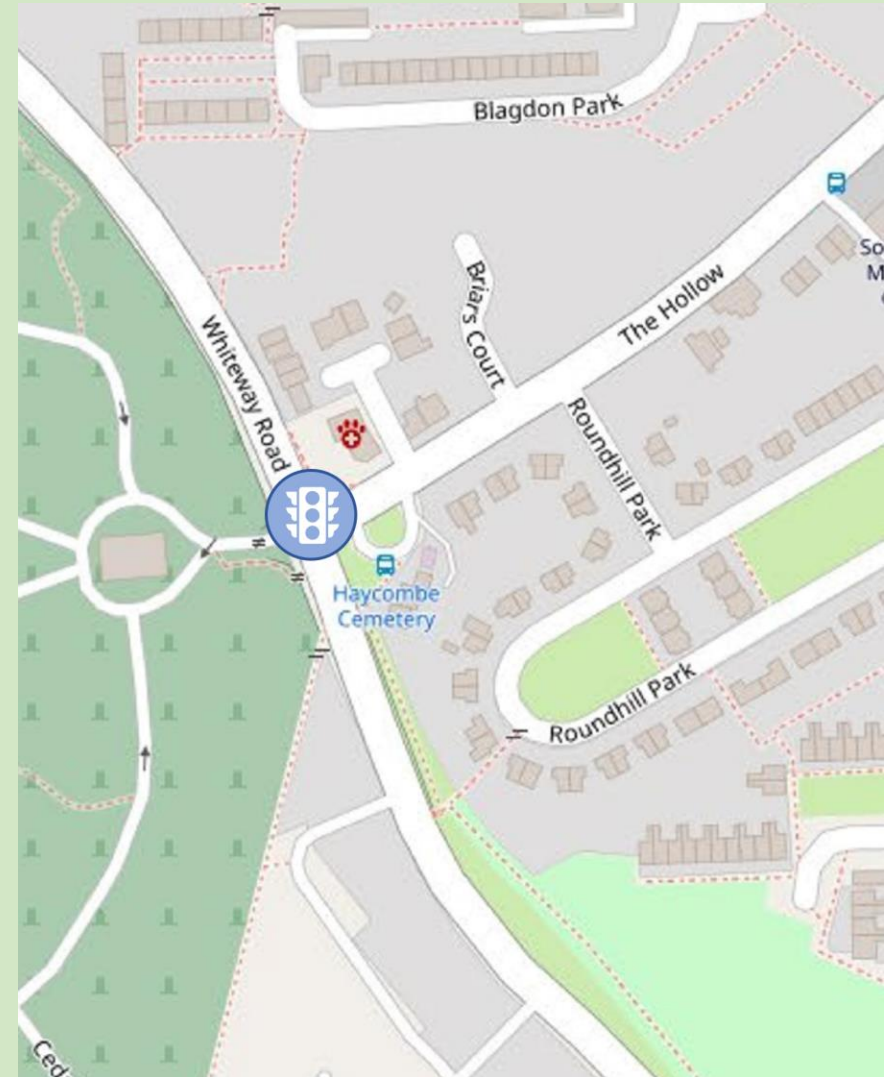
Residents' suggestions to tackle vehicle related issues through various traffic interventions



Signalised junction with pedestrian phase

Installing a signalised junction at The Hollow and Whiteway Road would help drivers to join Whiteway road so they are less likely to drive down Mount Road.

A pedestrian phase on the signal would allow people to cross to Whiteway Road from the Mount Road area.



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Zone 5 The Hollow / Whiteway Road Junction

Residents' suggestions to improve the public spaces in the area



Green Space within Roundhill Park

Improve the play area to provide a higher quality and safer space for children to play. Provide bins as litter is an issue



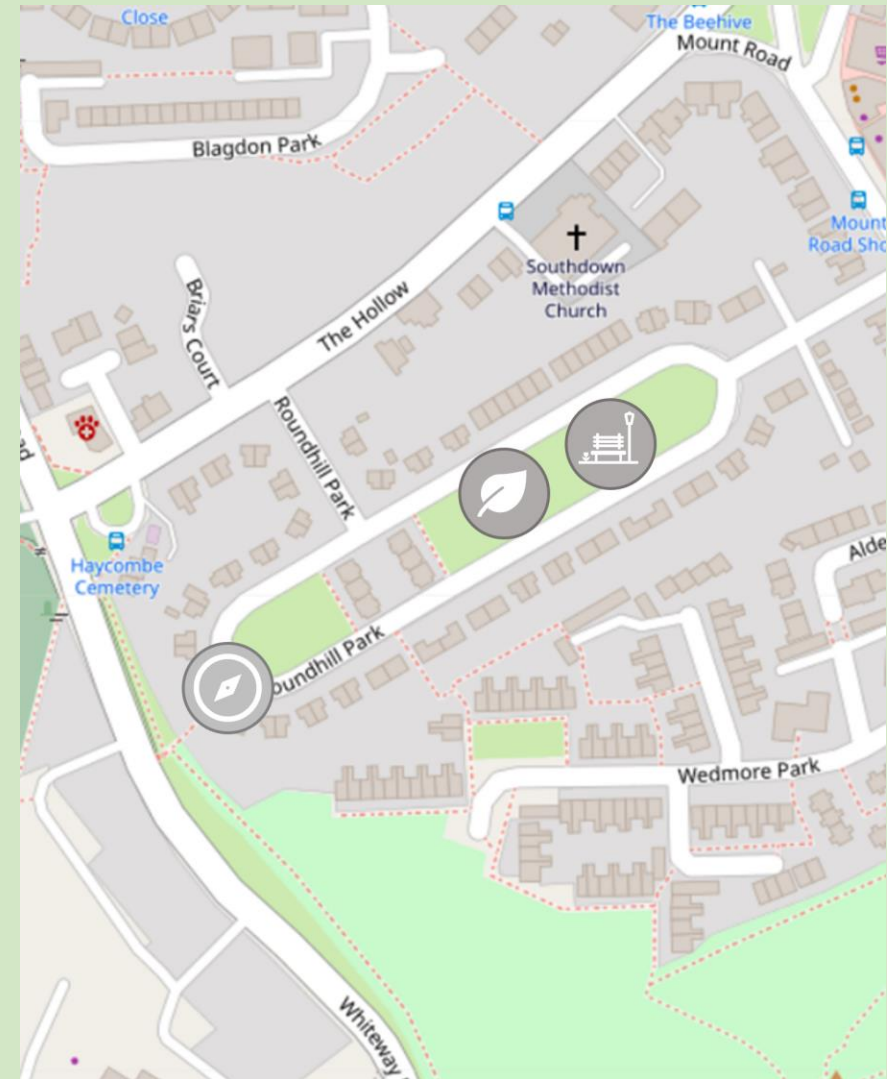
Introduce planters and parklets to improve the local space and provide additional seating. Planters could also provide an opportunity for the local community and residents to 'grow their own'



Improved wayfinding to encourage walking around the area



Potential for a "grow your own" scheme



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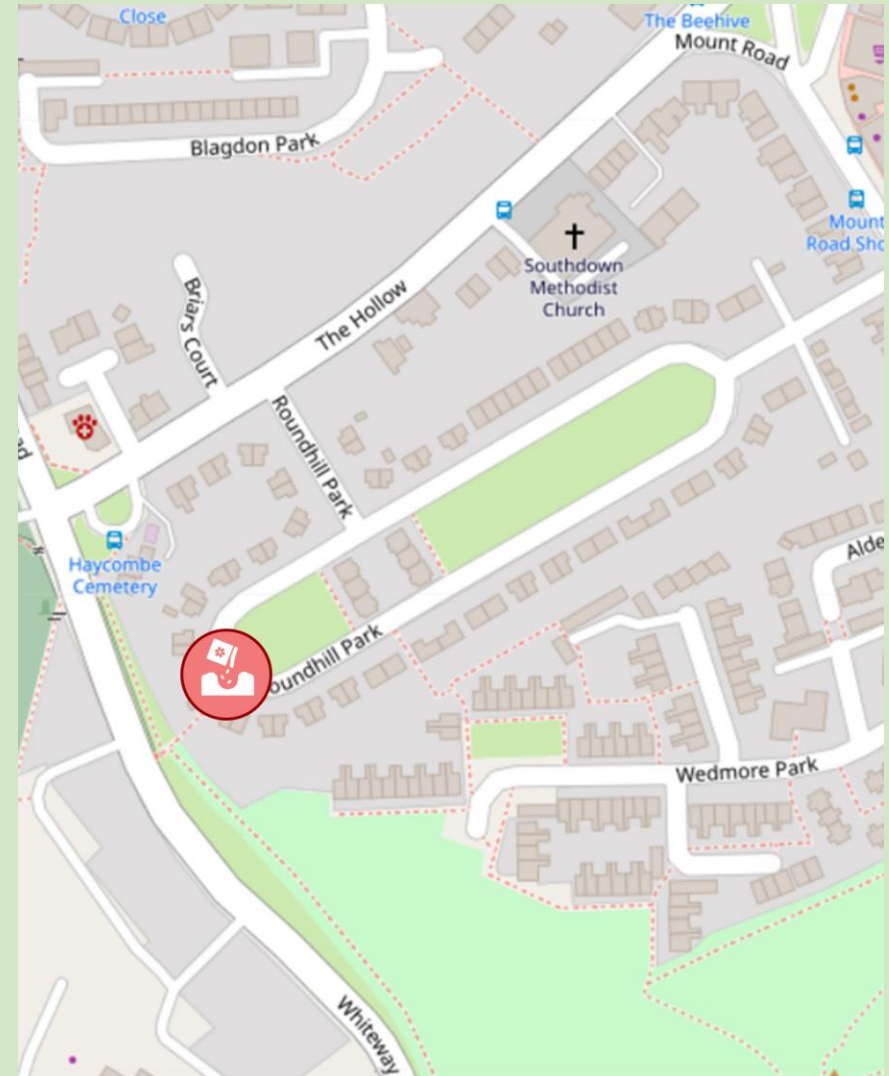
Zone 5 The Hollow / Whiteway Road Junction

Residents' suggestions for maintenance to improve the area

Footpath to Whiteway Road



Improvements to the footway which connects Roundhill Park to Whiteway Road. The route is currently reported to be in poor condition with cycle barriers at entrance which impedes accessibility for less able users.



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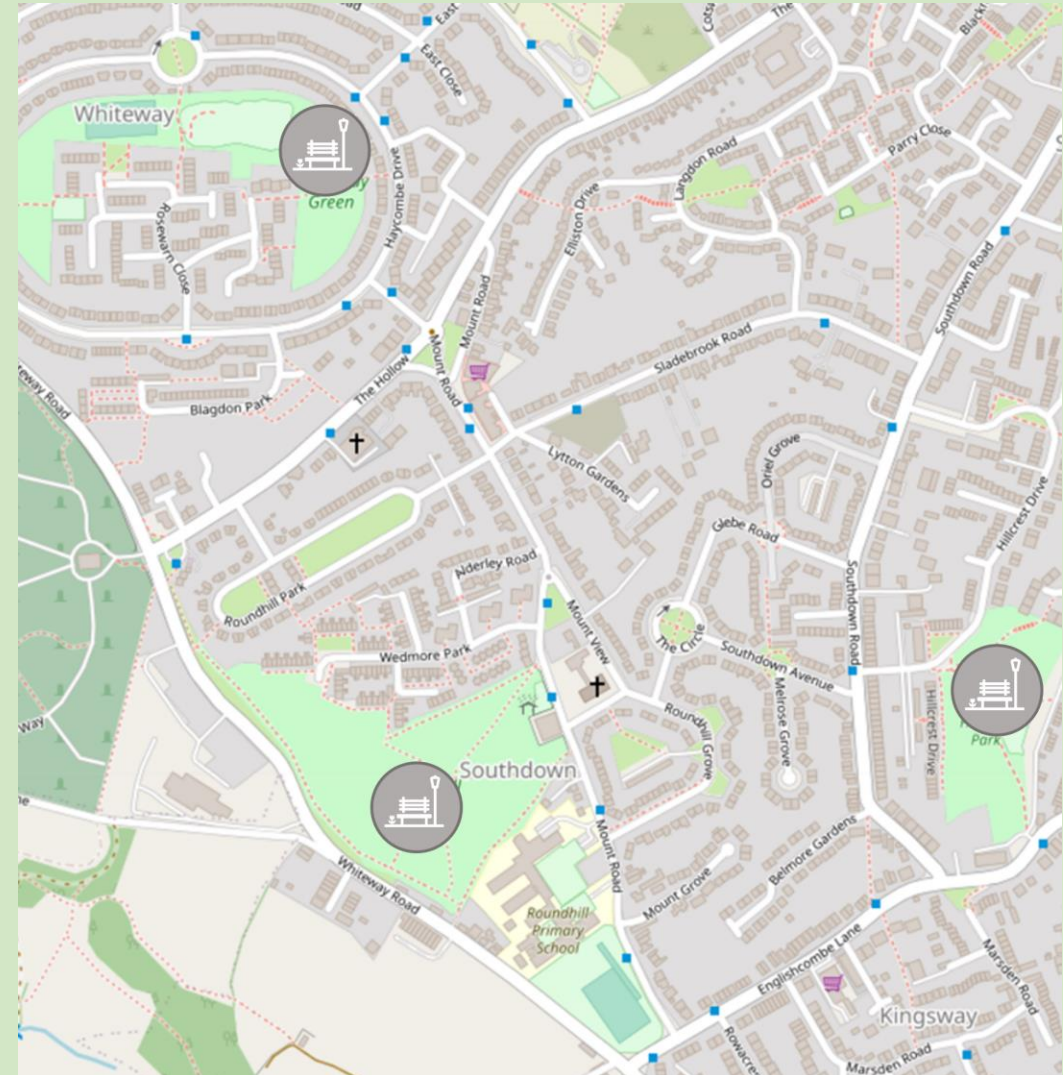
Improvements to Existing Green Spaces

Residents' suggestions to improve the public spaces in the area



Green Space within Hillcrest Park, Whiteway Green and Roundhill

Provide additional seating to help those walking, wheeling or cycling, who need a rest.



Other Behaviour Change Interventions



Residents can also consider ways to improve 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](#) and [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 preliminary 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 Mount 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 Mount Road 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' time frame 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 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	01/08/2022	-	HH	HH	Associate Director
P02	11/08/2022	-	HH	HH	Associate Director
P02	16/08/2022	-	HH	HH	Associate Director

Distribution List

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