



Oldfield Lane and The Avenues Co-development Workshop

Summary of Discussions
July 2022

Liveable Neighbourhoods Co-development Workshop

This report shows the outcomes of a workshop held on 14 June 2022 for residents in the Oldfield Lane and The Avenues 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 Oldfield Lane and The Avenues 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 Oldfield Lane and The Avenues. 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 Oldfield Lane and The Avenues focused on reducing traffic volumes around St John's Primary School to support safer walking and cycling.

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.

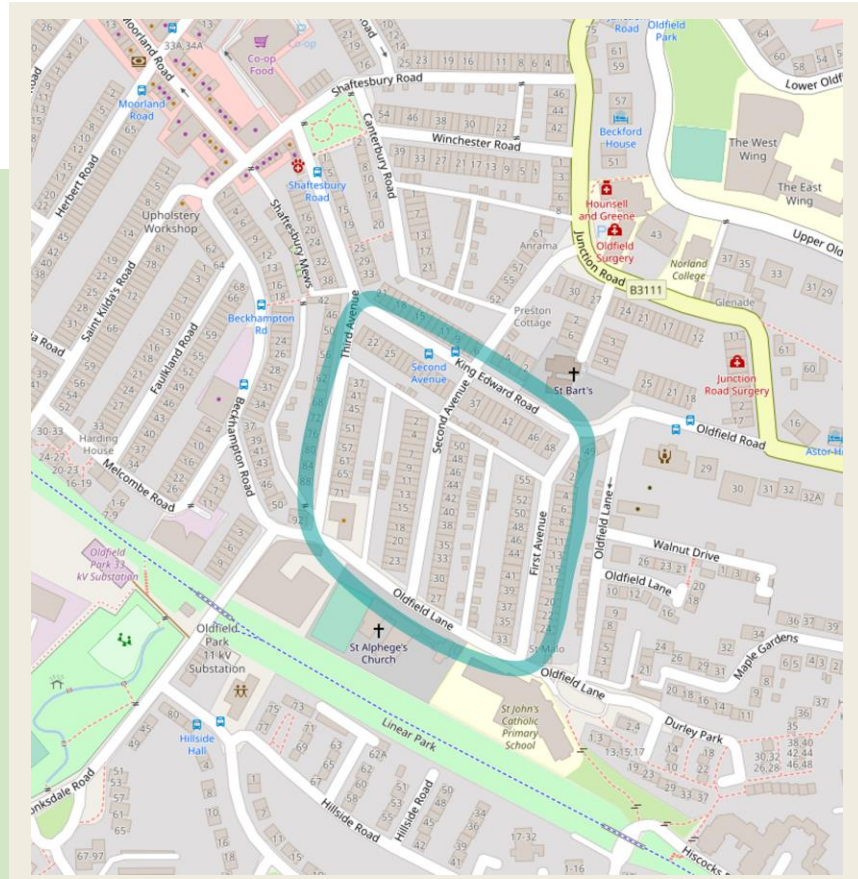
About the Oldfield Lane and The Avenues Area

Oldfield Lane and The Avenues is a residential area located to the south-west of Bath city centre, approximately 0.8 miles from Bath Spa train station, just south of the A36.

The area has many local amenities such as shops, doctor surgeries, a post office, restaurants and takeaways. There are also many schools and nurseries in close proximity. Oldfield Park train station is just north of Moorland Road.

The key areas to Oldfield Lane and The Avenues from discussions at the workshops there appears to be:

- The area of Oldfield Lane near the primary school and The Moorfields pub.
- The large junctions along Oldfield Road.
- The area of local amenities and shops along Moorfield Road.



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, 79 people commented on the Oldfield Lane and The Avenues area. Below is a summary of what people said.

What is good about the area?:

- 66 said 'close to shops and services'
- 46 said 'strong community spirit'
- 23 said 'good accessibility, such as walking, wheeling and cycling'

What issues are experienced?:

- 39 said 'parking'
- 33 said 'not enough space for wheeling, walking, or cycling'
- 31 said 'through traffic'
- 28 said 'school run traffic'
- 25 said 'speeding traffic'

What measures could improve the area?:

- 37 said 'new or improved cycle lanes'
- 24 said 'a restriction on through traffic or HGVs'
- 21 said 'new or wider footways'
- 20 said 'trees, planting and spaces to sit'
- 18 said 'better or more residents parking'



Photo taken at 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 (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 Hayesfield Girls School on the 14th June and started at 6.45pm. The format is shown below.

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-design process during the previous engagement. We also promoted the opportunity online and in the local community.

18 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 Oldfield Lane and The Avenues? What needs nurturing?

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

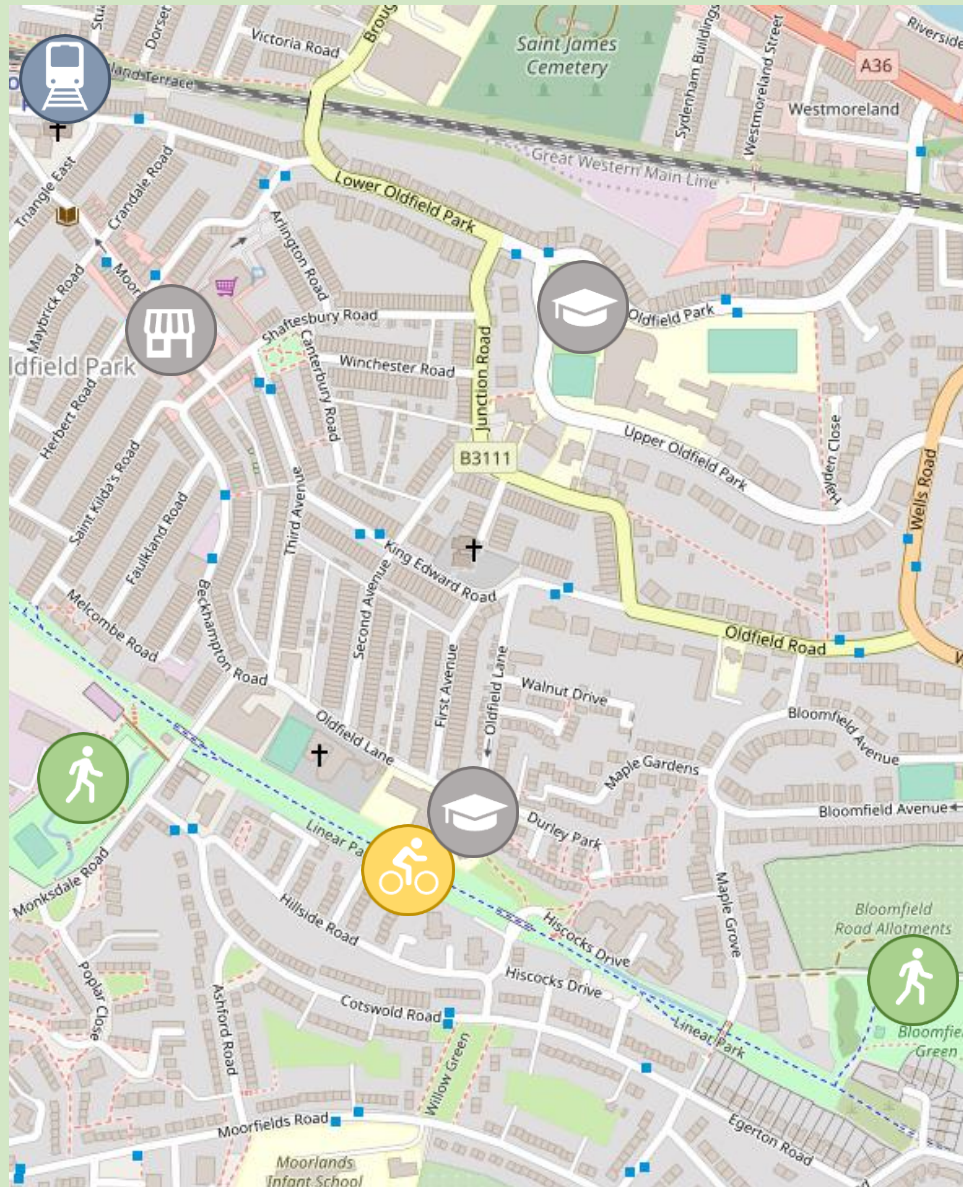


Photo taken at Mount Road Workshop

Exercise 1

What people said they liked about Oldfield Lane and The Avenues

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



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



Close access to shops.



Good access to the Linear Park.



Good public transport and close to the train station.



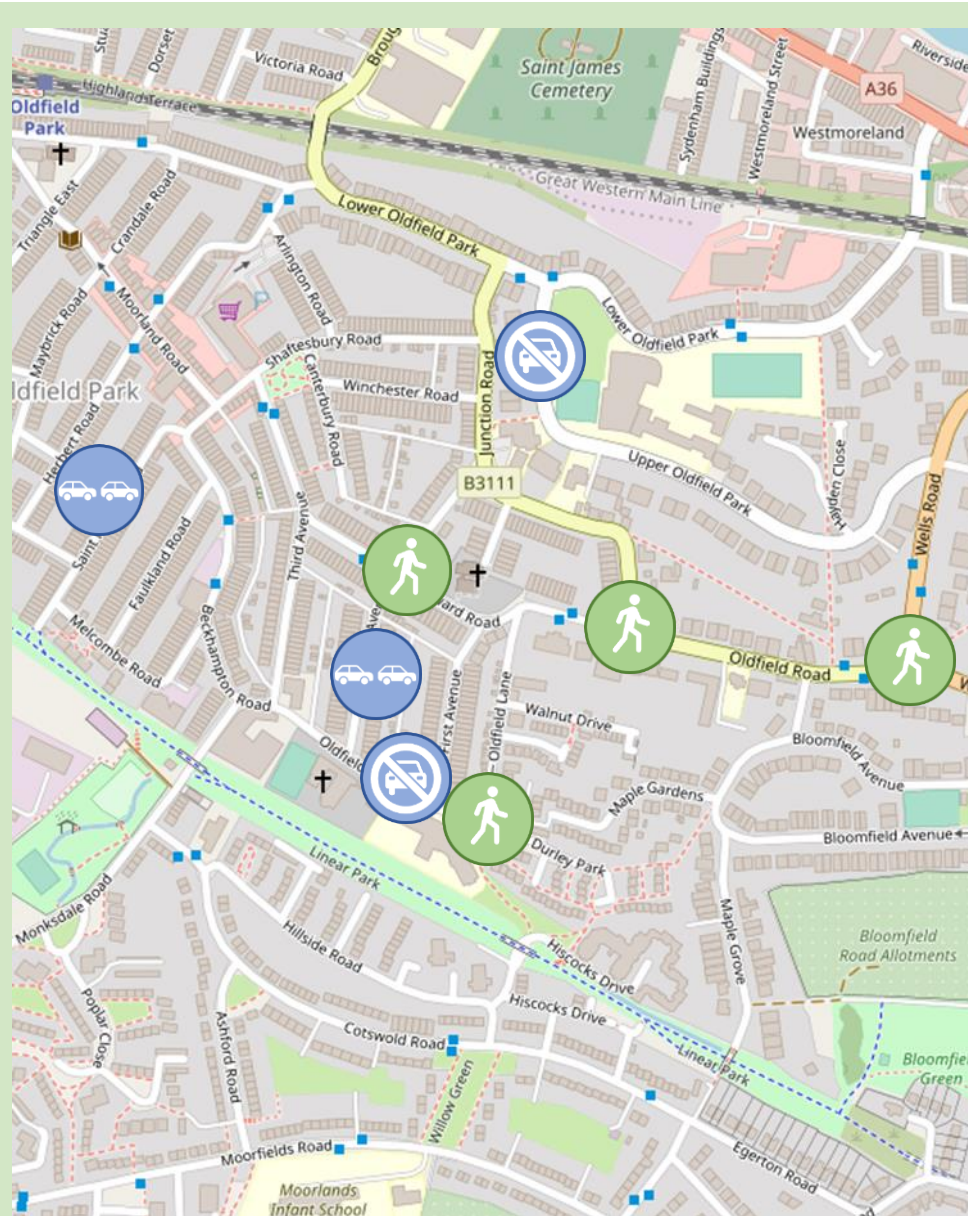
Local schools.



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 and congestion connected with the school run.



Lots of through traffic and speeding traffic causing pollution in the area.



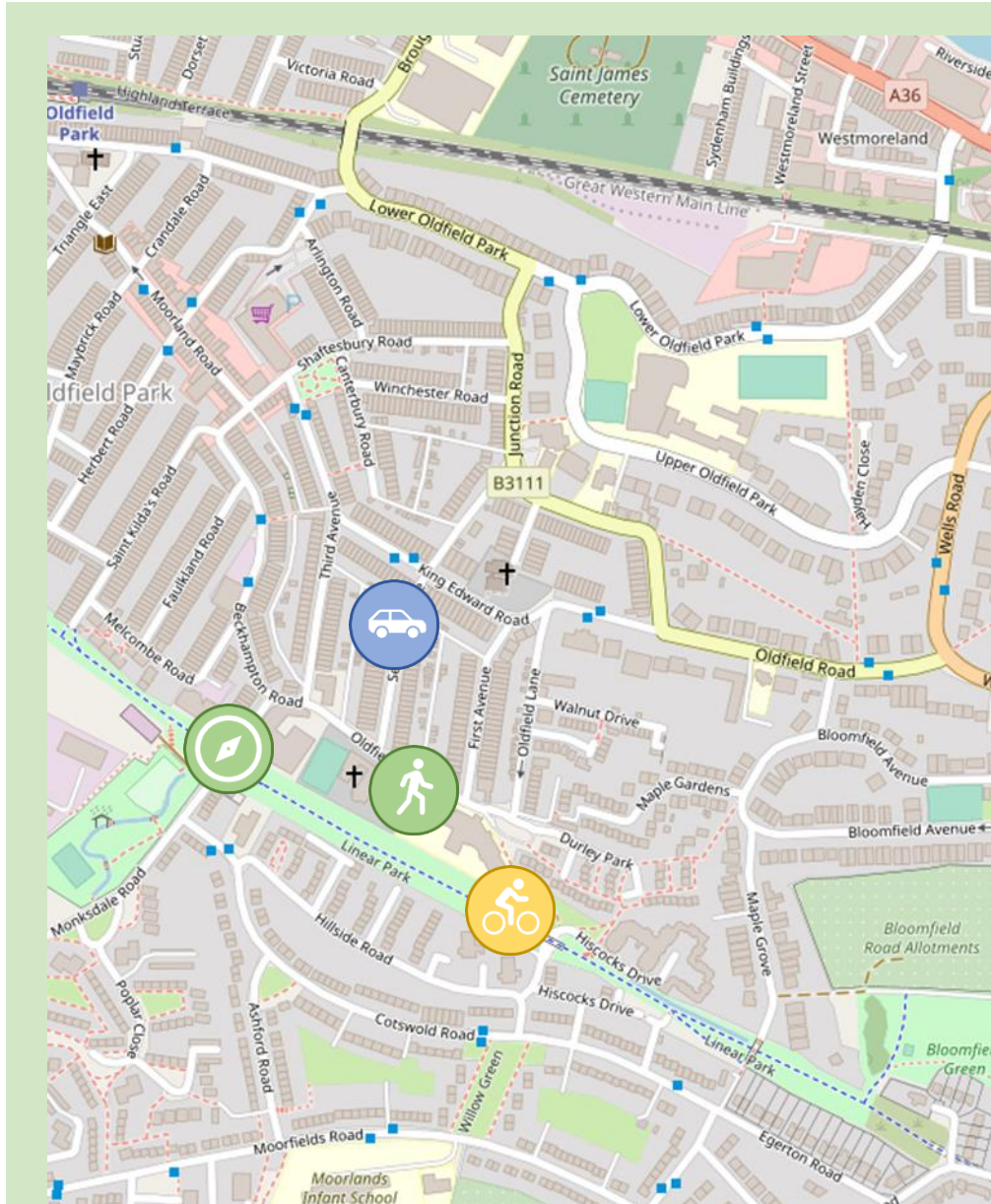
There are limited spaces to cross busy roads and limited footway in some places.



Exercise 3

What people said are their 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.



Narrow or lack of pavements on Oldfield Lane, inhibit people walking or wheeling their journey, particularly with children.



There is good access to the Linear Park.



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



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



What did we learn...?

- Through traffic along Oldfield Lane, First Avenue, Second Avenue and Third Avenue is perceived as an issue with parked cars parking on the footways to avoid being damaged.
- School traffic in the local area causes congestion during the morning and evening peaks.
- A lack of spaces for social interaction.
- Depending on where people lived, there were differing views on levels of traffic and its impact on the local community.
- There is lack of pedestrian crossing provisions in the area which discourages people to walk in the area.



Photos taken at 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

There is great access to the Linear Park, however, it could still be improved with better crossing facilities.



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, and schools.

There is a strong community spirit in the area and residents would like to see more community spaces to socialise.



Better Allocation of Road Space

A better allocation of road space in the Oldfield Lane and The Avenues 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.

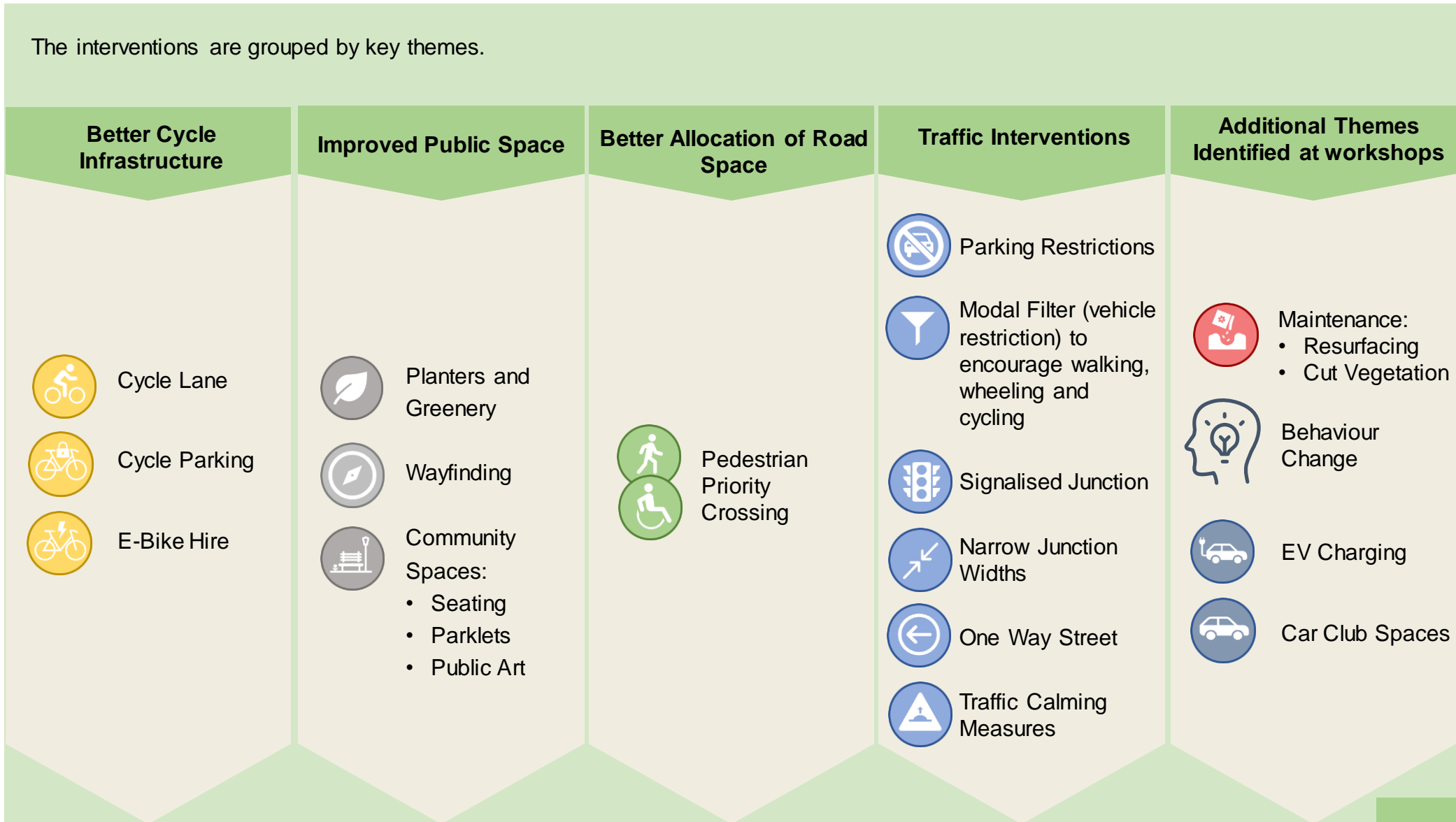
There is poor parking during the school run.

Poor maintenance of footways 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 'reimagine' Oldfield Lane and The Avenues, 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.

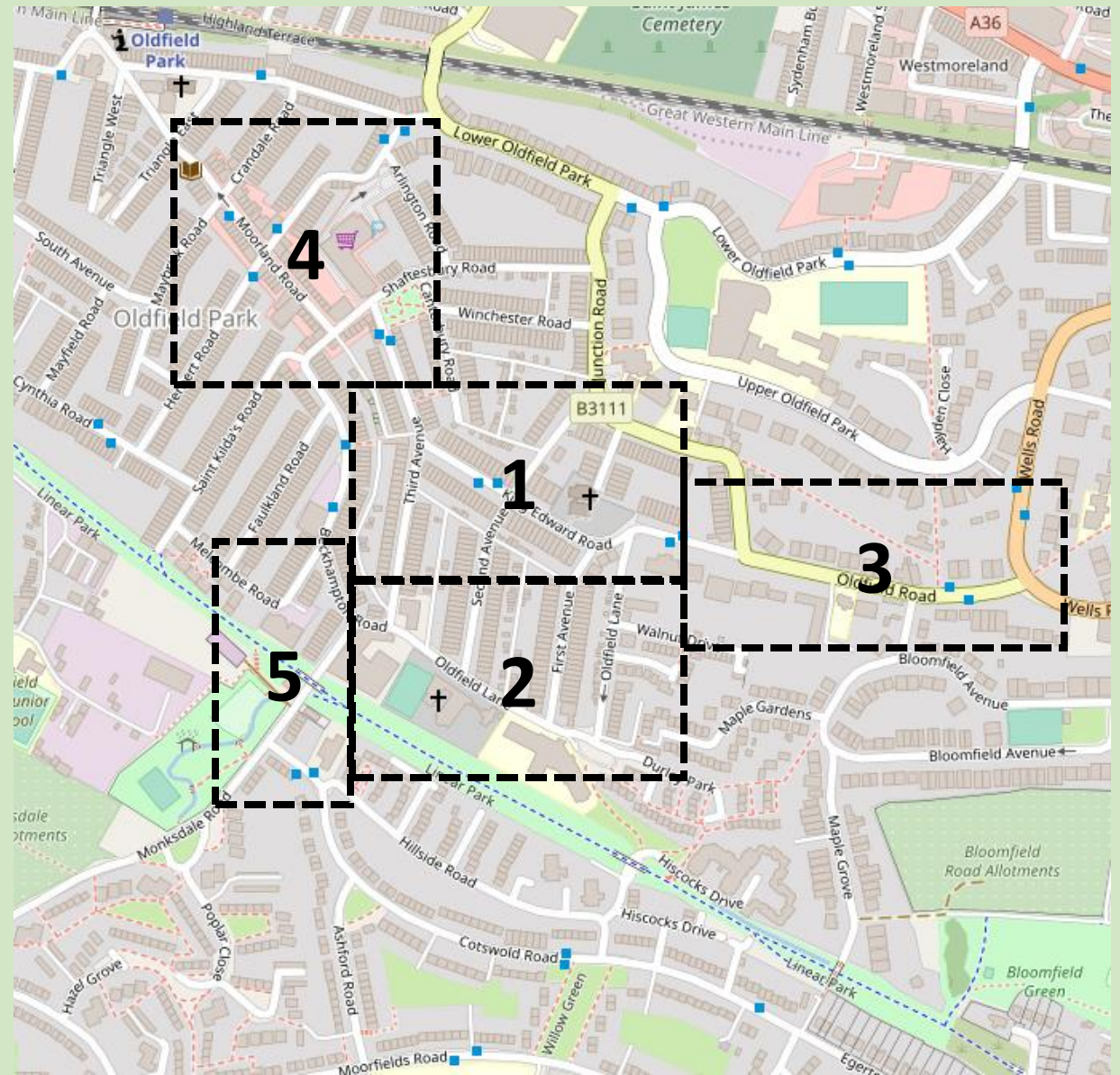
Zone 1: King Edward Road

Zone 2: Oldfield Lane

Zone 3: Oldfield Road

Zone 4: Moorland Road

Zone 5: Monksdale Road



Zone 1 King Edward Road

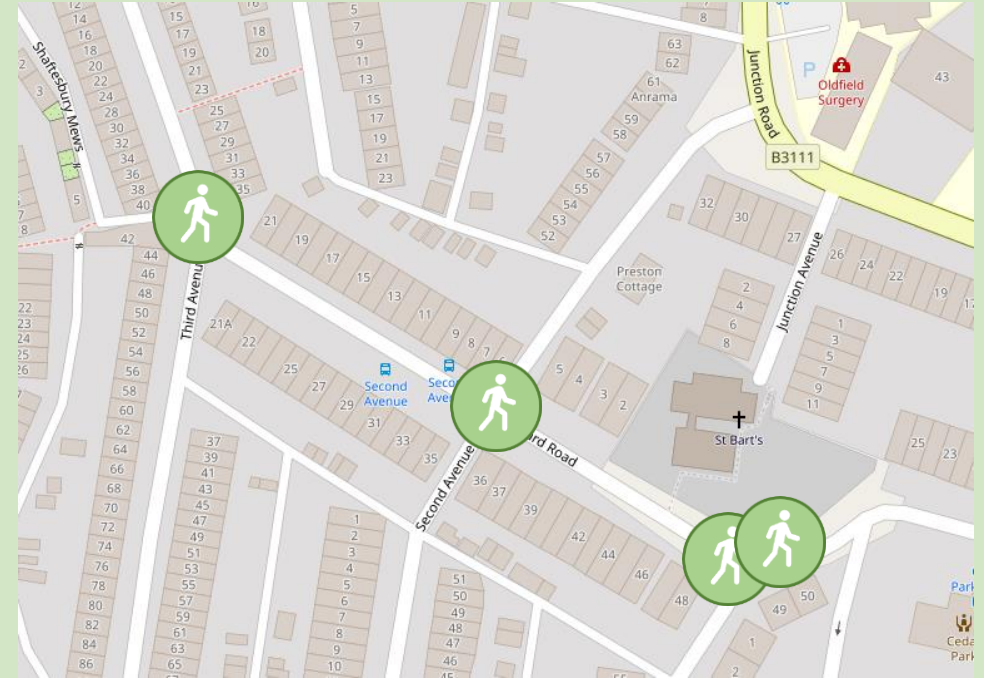
Residents' suggestions to create fairer access for all by reallocating road space for those walking and wheeling

Crossings along King Edward Road



New crossings could be provided along King Edward Road.

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



Zone 1 King Edward Road

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

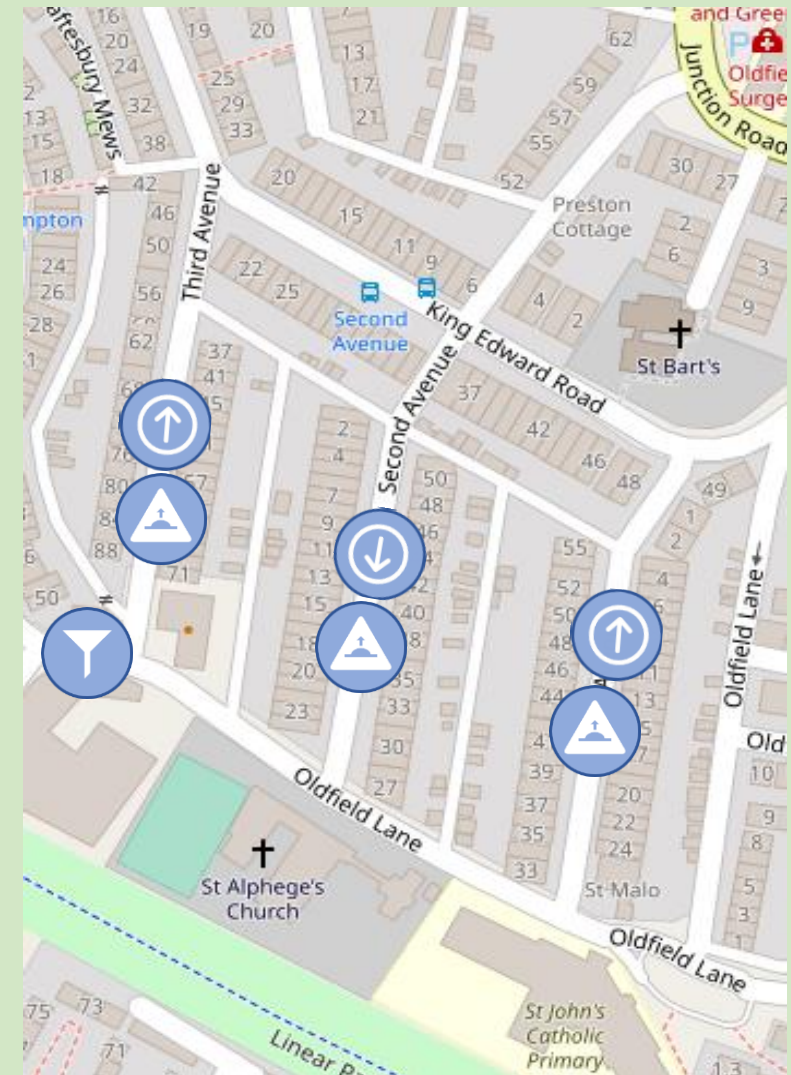


One-way Streets and Modal Filters (vehicle restrictions) on First Avenue, Second Avenue and Third Avenue

Make First, Second and Third Avenue one-way streets. Potential installation of a modal filter between Beckhampton Road and Oldfield Lane. Modal filters (e.g droppable bollard or planter) allow pedestrians and cyclists to pass, and vehicle access to homes from either end of the road is maintained, but they stop motorists from using the road as a through route. Either on their own or in combination with a one way system would reduce through traffic.

With one way streets, traffic calming would be introduced to slow vehicles and make it safer for pedestrians and cyclists.

The best option for placements and combinations of one way streets and modal filters will be drafted at the design phase.



Zone 1 King Edward Road

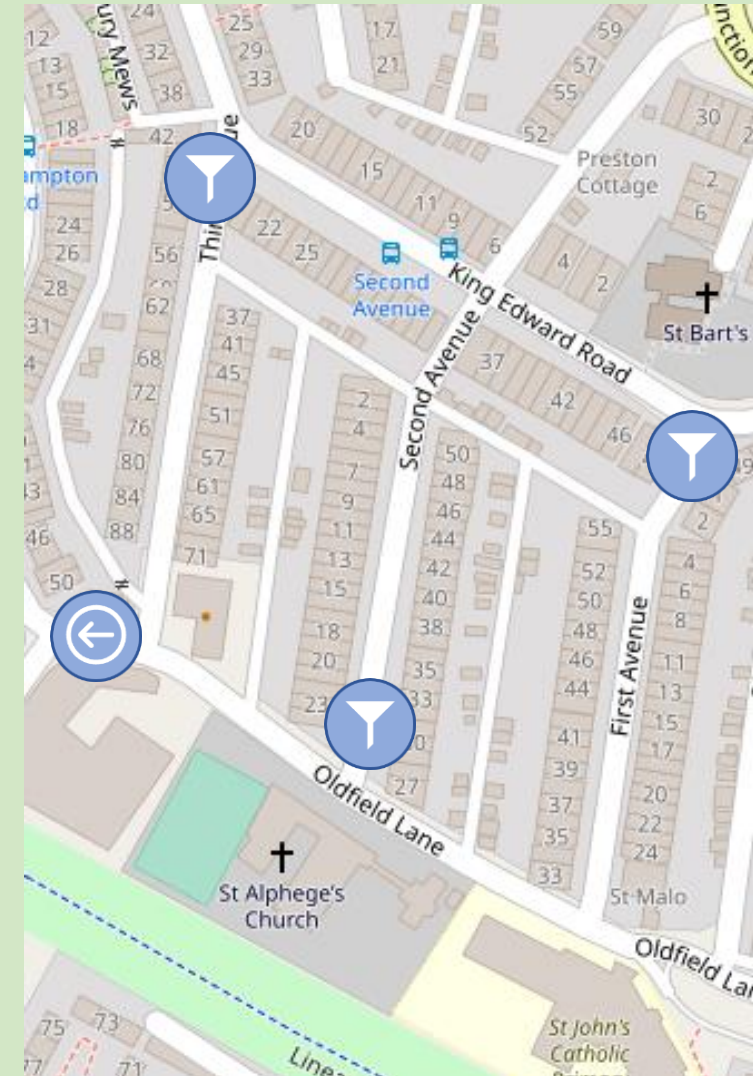
Residents' suggestions to tackle vehicle related issues through various traffic interventions



Modal Filters (vehicle restrictions) on First Avenue, Second Avenue and Third Avenue

Potential installation of modal filters at junctions with King Edward Road and/or Oldfield Lane. Modal filters (e.g droppable bollard or planter) allow pedestrians and cyclists to pass, and vehicle access to homes from either end of the road is maintained, but they stop motorists from using the road as a through route. Either on their own or in combination with a one way system would reduce through traffic.

The best option for placements and combinations of one way streets and modal filters will be drafted at the design phase.



Zone 1

King Edward Road

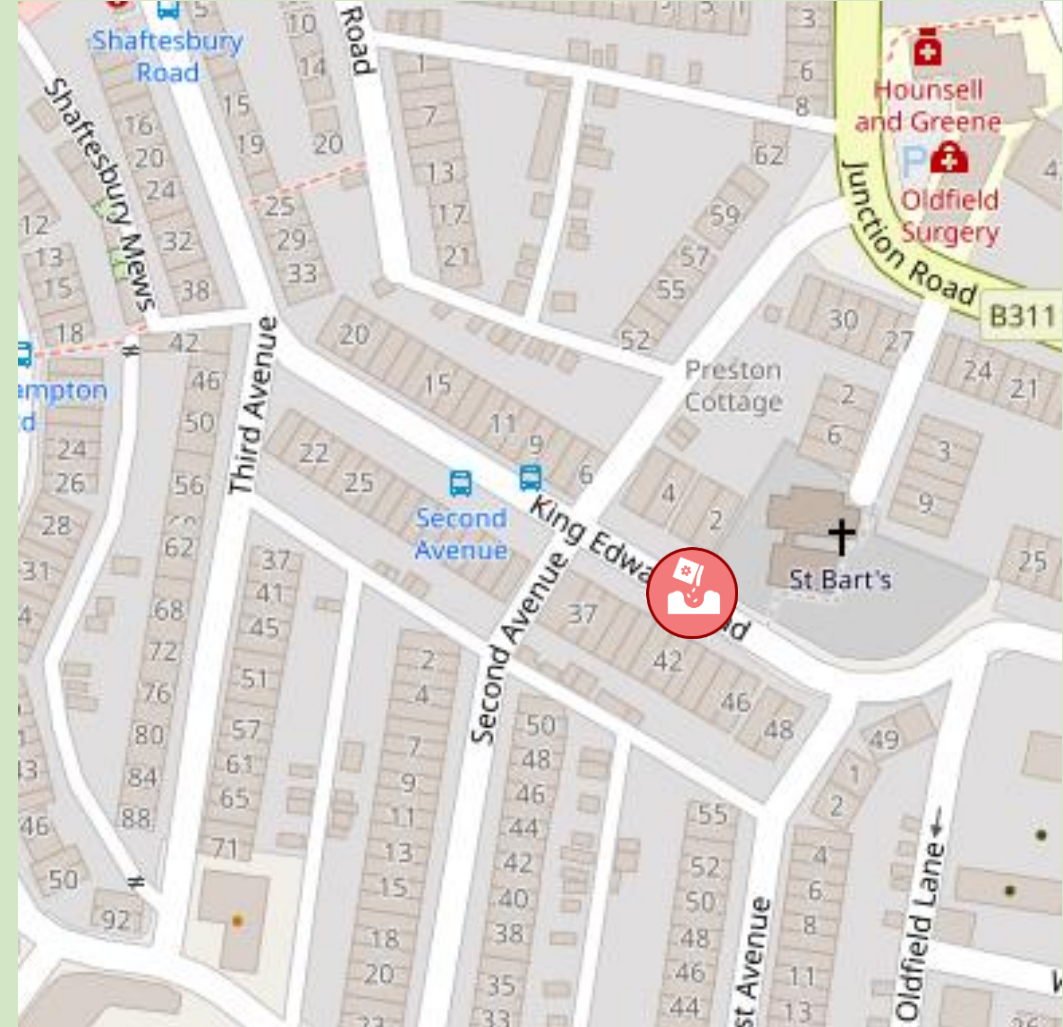
Residents' suggestions for maintenance to improve the area



King Edward Road

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

The carriageway is also in poor condition and resurfacing would improve safety for road users.



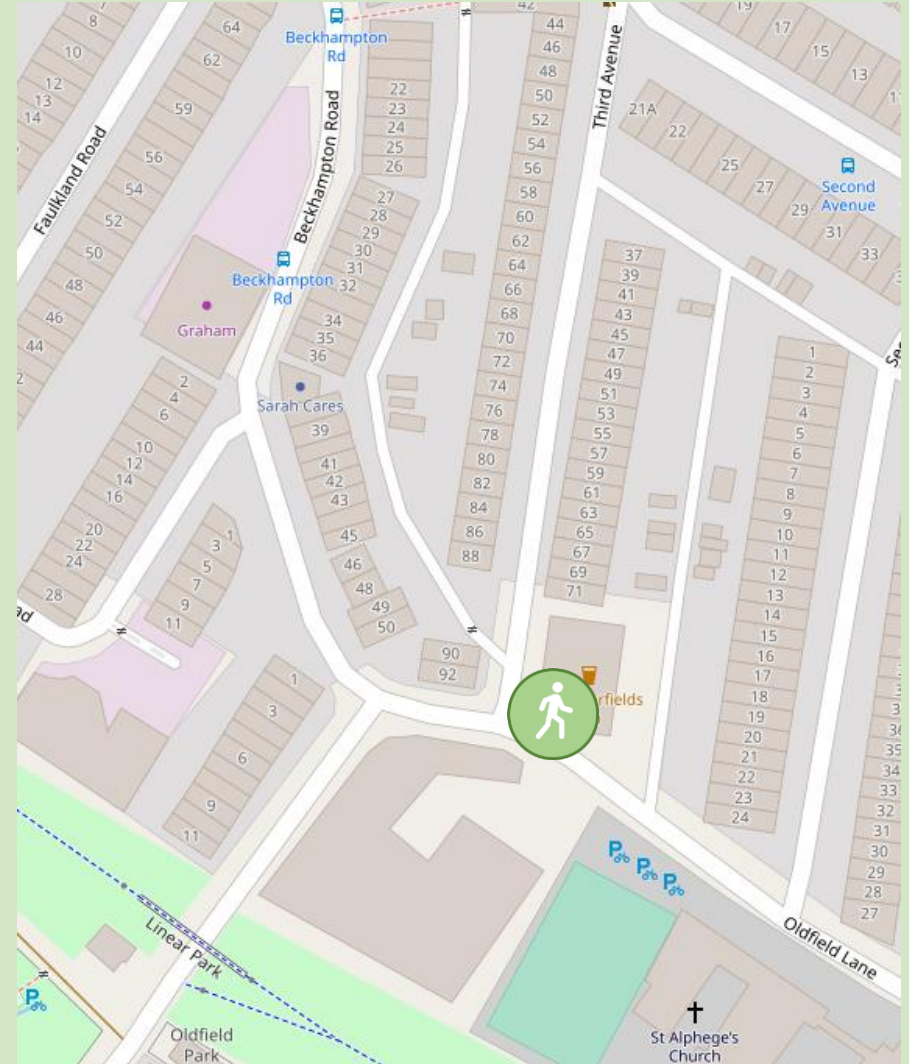
Zone 2 Oldfield Lane

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



The Moorfields Pub

There is potential to build a new footway next to the pub and provide a formal pedestrian crossing point. This would improve the safety for people walking and wheeling in the area.



Zone 2 Oldfield Lane

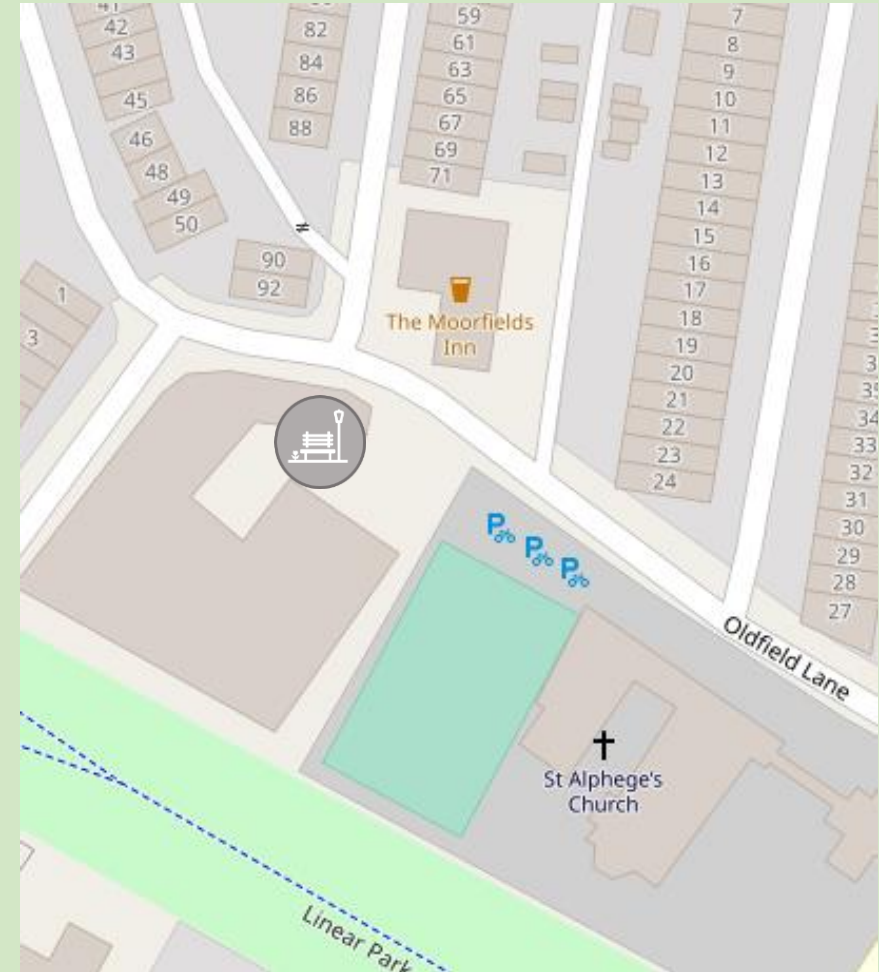
Residents' suggestions to improve the public spaces in the area

Building opposite the Moorfields Inn on Oldfield Lane



Residents have said they would like the building made into a community space. Installation of a parklet to provide seating and encourage social interaction. This could also provide space for secure bike storage and public art.

This would be subject to current planning consent.



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Zone 2 Oldfield Lane

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 Oldfield Lane, which would make it narrower, would help slow traffic as drivers have to steer through the narrowed road space.



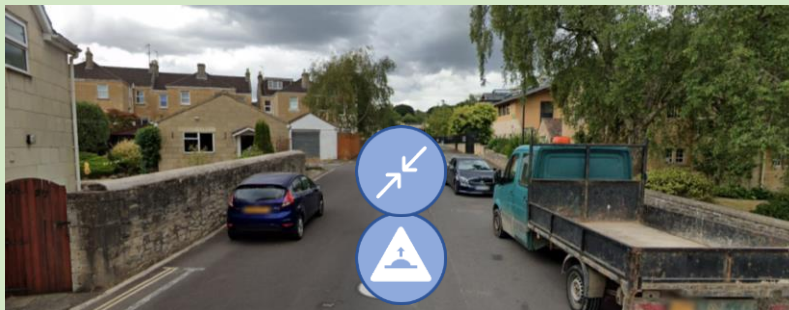
Speed Bumps along Road

The installation of speed cushions could be used to slow traffic along Oldfield Lane.

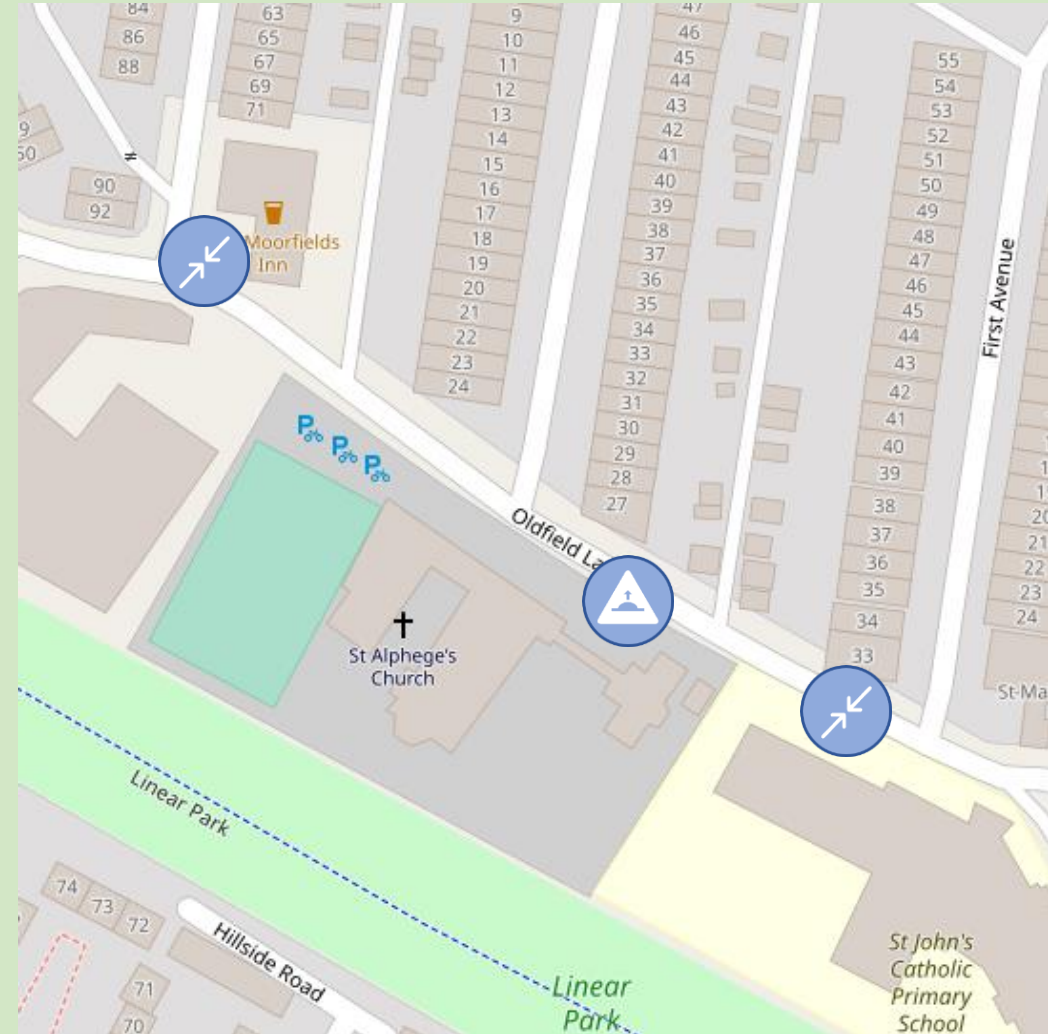


Reduce the Radius of the Junction Outside Pub

Reducing the radius of the junction outside the pub would slow vehicles moving around the area.



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Zone 3 Oldfield Road

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

Oldfield Road

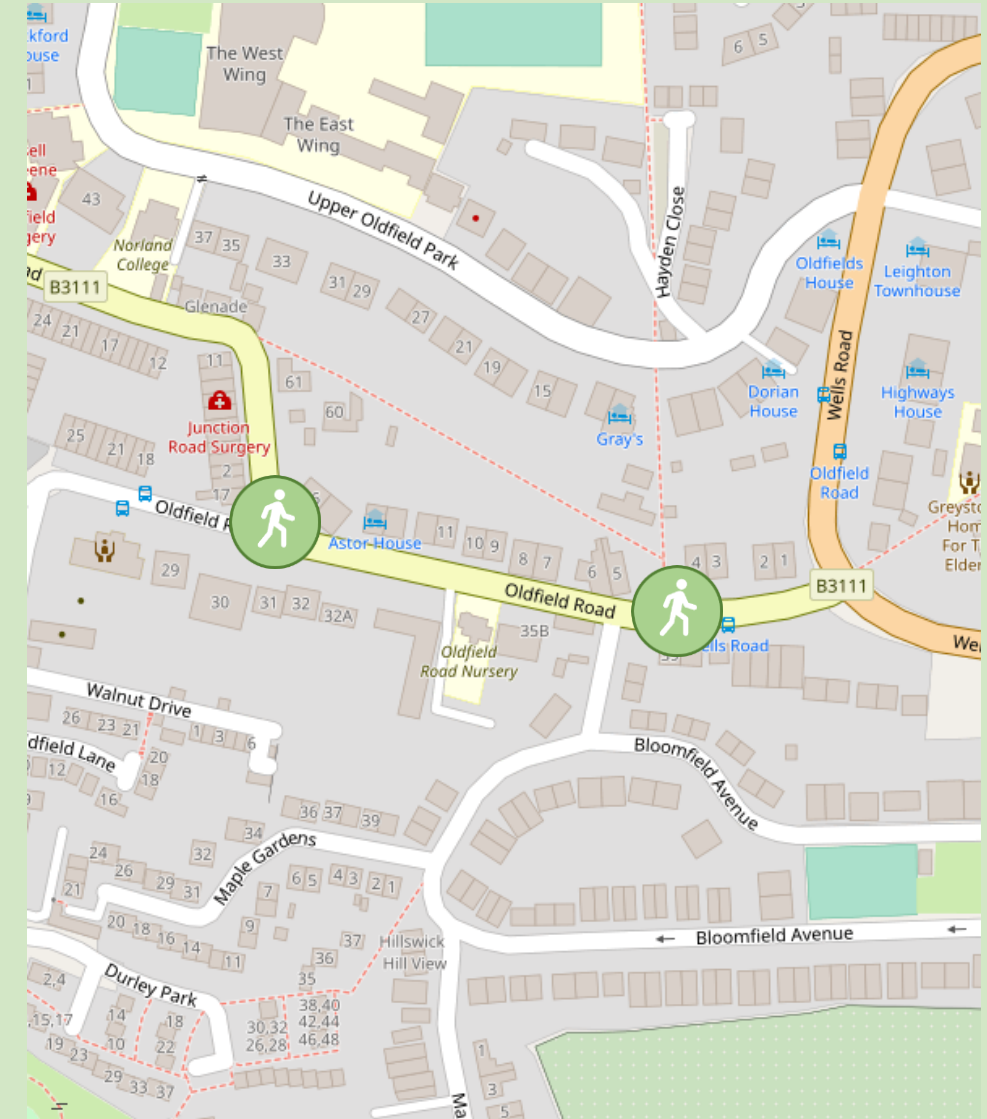


Provide a pedestrian crossing on Oldfield Road, connecting Bloomfield Avenue and Upper Oldfield Park. This is a desirable route but with it being a busy road, it can be dangerous for people crossing the road.

Oldfield Road/Junction Road Junction



Provide a formal crossing point to make it safer for people crossing the road.



Zone 3 Oldfield Road

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



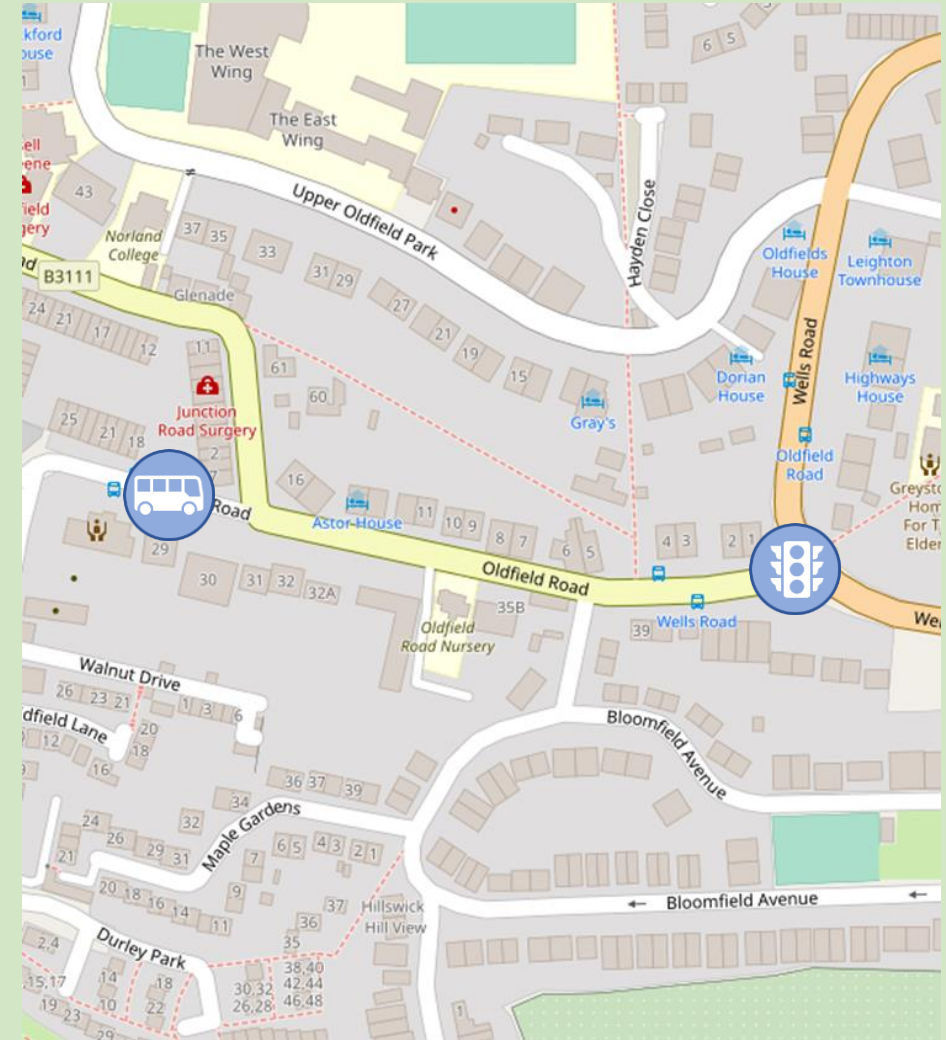
Wells Road/Oldfield Road Junction

Introduce a signalised junction at the intersection of Wells Road, and Oldfield Road. The introduction of a pedestrian phase would allow people to walk to school and make crossing the road safer.



Oldfield Road/Junction Road Junction

Introduce a bus gate to only allow buses, taxis, emergency vehicles and cyclists down Oldfield Road. This would reduce through traffic and improve public transport reliability.



Zone 4 Moorland Road

Residents' suggestions to improve cycling opportunities in the area

E-Cycle facilities



E-Bike Rental to encourage active travel modes.



Bike parking facilities



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

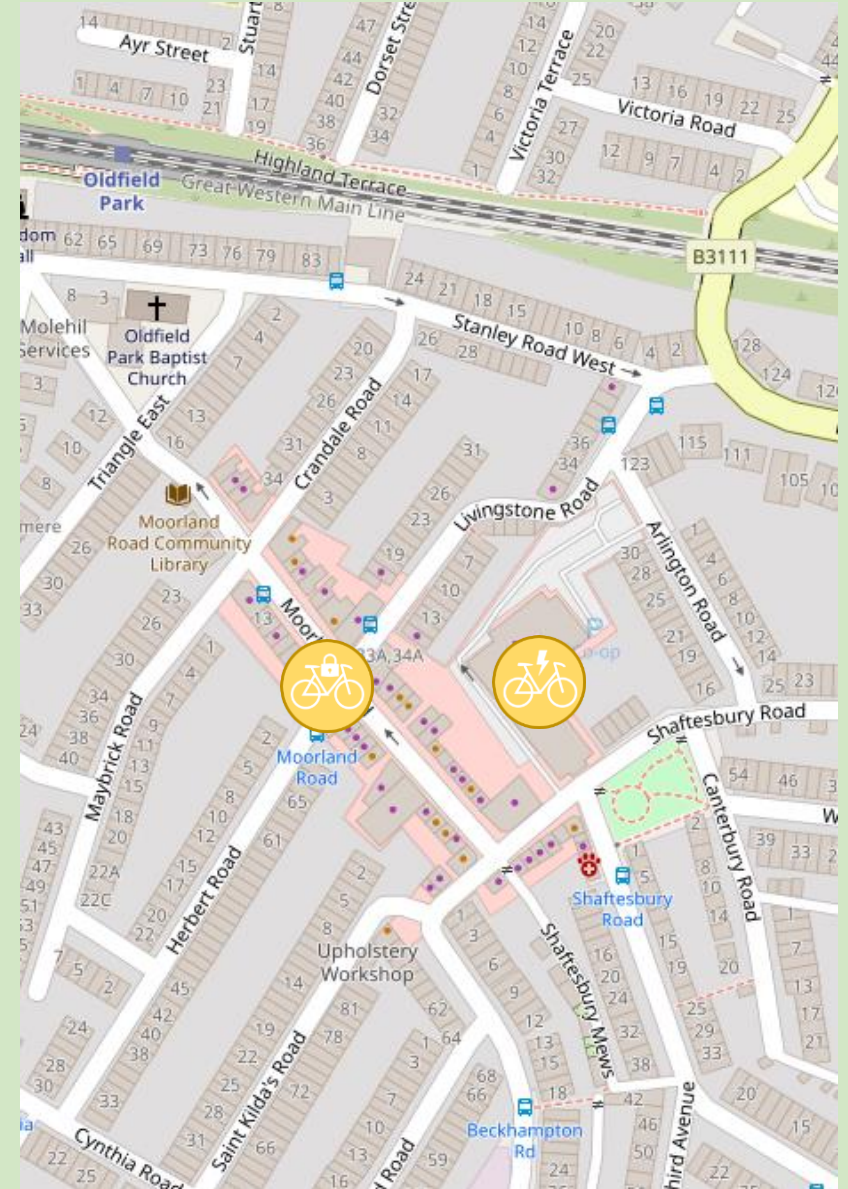


© Better by Bike



E-bike trial

Cycle to work scheme



Zone 4 Moorland Road

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

Moorland Road



There is a lack of disabled parking along Moorland Road. Reallocating spaces for those who may need to use their vehicle, could encourage other to use other modes of transport and active travel.



Consider walking for short journeys



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Zone 4 Moorland Road

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



Moorland Road

Add electric vehicle charging points on Moorland Road or surrounding car parks.



Zone 5 Monksdale Road

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

Monksdale Road



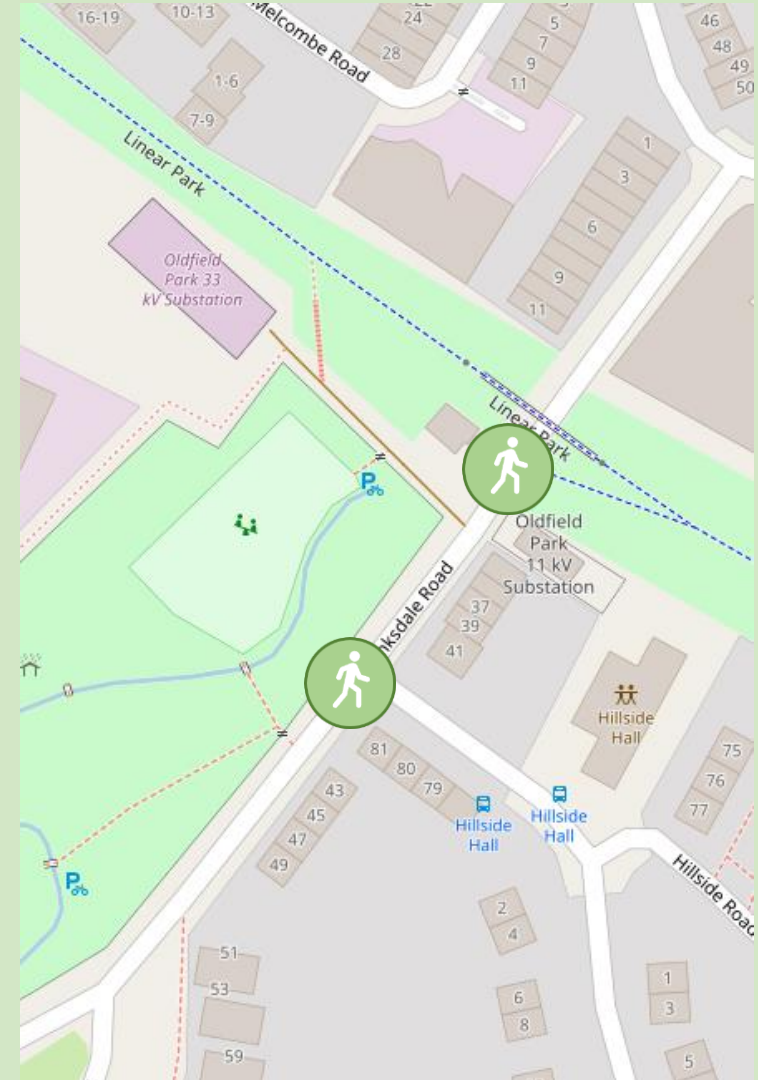
Improve the pedestrian crossing by the cycle path. This is a desirable route but with it being a busy road, it can be dangerous for people crossing the road.



Monksdale Road/Hillside Road Junction



Provide a formal crossing point at the junction of Monksdale Road and Hillside Road to improve the safety for people crossing the road, especially for parents and children using the park.



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](#) 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 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 Oldfield Lane and The Avenues 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 Oldfield Lane and The Avenues 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 drawing up final designs. 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 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	18/08/2022	-	HH	HH	Associate Director
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Prepared for:
Bath and North East Somerset

Prepared by:

AECOM Limited
3rd Floor, Portwall Place
Portwall Lane
Bristol BS1 6NA
United Kingdom

T: +44 117 901 7000
aecom.com

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