



Bath & North East  
Somerset Council  
Improving People's Lives



# Church Street and Prior Park Road Co-development Workshop

Summary of Discussions  
June 2022

# Liveable Neighbourhoods Co-development Workshop

This report shows the outcomes of a workshop held on the 8<sup>th</sup> of June 2022 for residents in the Church Street and Prior Park 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 Church Street and Prior Park 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 Church Street and Prior Park 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 LN application for Church Street and Prior Park Road focused the issues of speeding through traffic reported along Church Street.

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 Church Street and Prior Park Road Area

Church Street and Prior Park Road is a residential area located to the south-east of Bath city centre, approximately 0.15 miles from Bath Spa train station.

Church Street is a narrow residential street which provides access to St Thomas's Church and Prior Park's northern entrance. The road connects Prior Park Road and Widcombe Hill and is approximately 520m in length.

Prior Park Road is a stretch of road which connects Bath City Centre to the Combe Down area. The road runs for approximately 570m until it becomes Ralph Allen Drive shortly after the Church Street junction. The road features on-street parking with a garden centre approximately half way along its length.

From discussions at the workshops there appears to be four key areas to Church Street and Prior Park Road:

- The local centre along Claverton Street with several shops at the north of Prior Park Road.
- The Prior Park Garden Centre.
- The Lyncombe Vale, Perrymead and Church Street junction cluster along Prior Park Road.
- The whole of Church Street.



# 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, 92 people commented on the Church Street and Prior Park Road area. Below is a summary of what people said.

## What is good about the area?

- 66 said 'strong community spirit'
- 64 said 'close to shops and services'
- 14 said 'public transport links'

## What issues are experienced?

- 76 said 'through traffic'
- 64 said 'school run traffic'
- 58 said 'speeding traffic'
- 26 said 'Space for wheeling, walking or cycling'
- 24 said 'parking'
- 24 said 'idling vehicles'

## What measures could improve the area?

- 78 said 'a restriction on through traffic or HGVs'
- 26 said 'new pedestrian crossings'
- 25 said 'new or wider footways'
- 22 said 'new or improved cycle lanes'
- 15 said 'places to sit'



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 (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 the Widcombe Baptist Church on the 8<sup>th</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.

62 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 Church Street and Prior Park Road? What needs nurturing?
- Group feedback

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



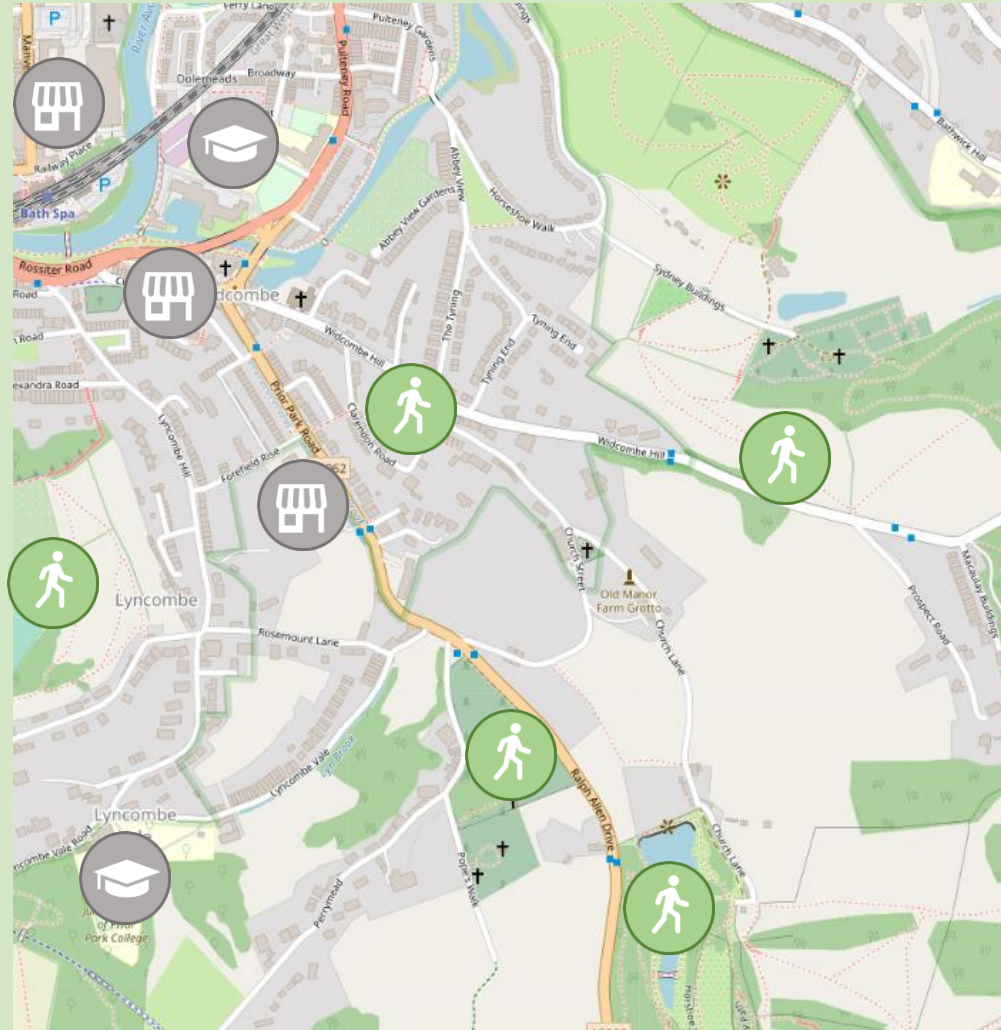
Photo taken at the Mount Road Workshop



# Exercise 1

## What people said they liked about Church Street and Prior Park Road

We asked each table to discuss and identify on a map what they liked about the Church Street and Prior Park Road area.



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



Close access to shops.



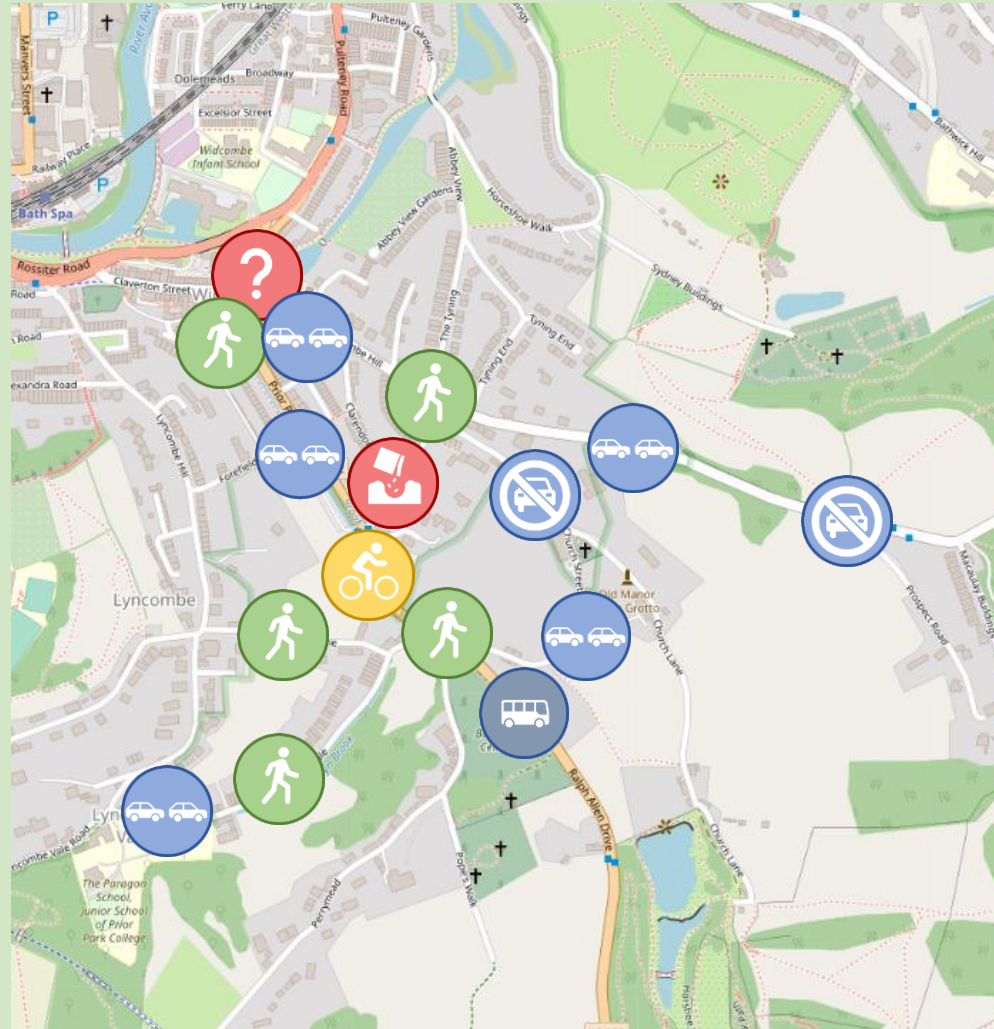
Local school and nursery.



## Exercise 2

### What people said could be nurtured

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



Poor parking in area, often connected with the school run. Church Street often experiences damaged cars.



Some areas have trees and hedges which are not regularly maintained which restricts accessibility, especially on pavements.



Confusing double roundabout arrangement at the bottom of Widcombe Hill and Prior Park Road.



Steep terrain can also be seen as a barrier for the less mobile.



Congestion and speeding associated with school traffic. This causes pollution in the area.



Limited opportunity to cross busy roads and limited footway width.



Cycling is dangerous and could be improved. Speeding cyclists are perceived as a danger.

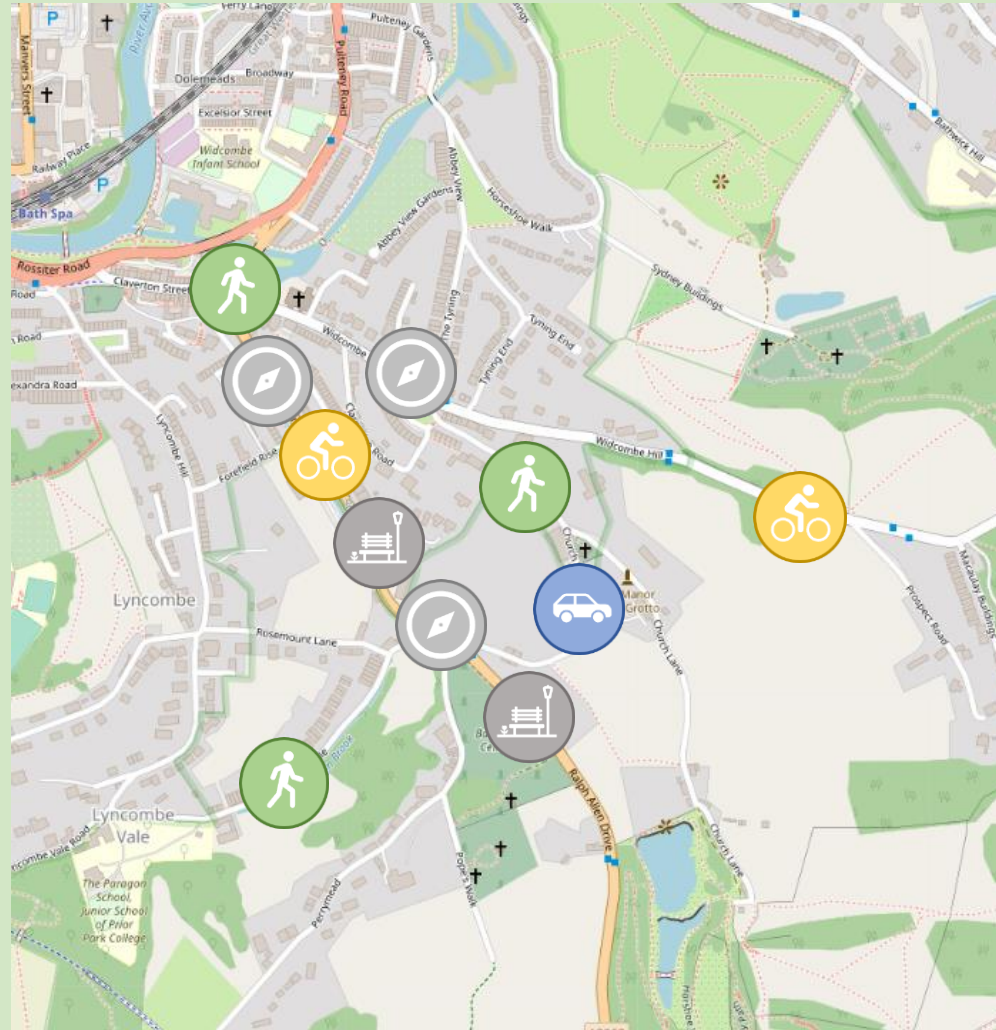


Issues with Bus services in the area. Services are unreliable and facilities at stops could be improved



# 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.



Steep hills around Church Street and Prior Park 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 neighborhood.



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



Narrow pavements and pavement parking on Church Street, plus badly placed trees in other areas, 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...?

- Claverton Street is popular with residents however the footways along Prior Park Road are narrow and the crossing provision at the double roundabout is poor.
- Through traffic along Church Street is perceived as an issue with parked cars parking on the footways to avoid being damaged.
- 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 and access the local attractions in the area.
- School traffic in the local area causes congestion during the morning and evening peaks.



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 Church Street and Prior Park Road, narrow lanes, speeding traffic, and poor road surfacing are 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 to introduce more community spaces to facilitate social interaction in the area.

Installation of seating up Prior Park Road will allow those navigating the steep terrain and opportunity to rest.



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

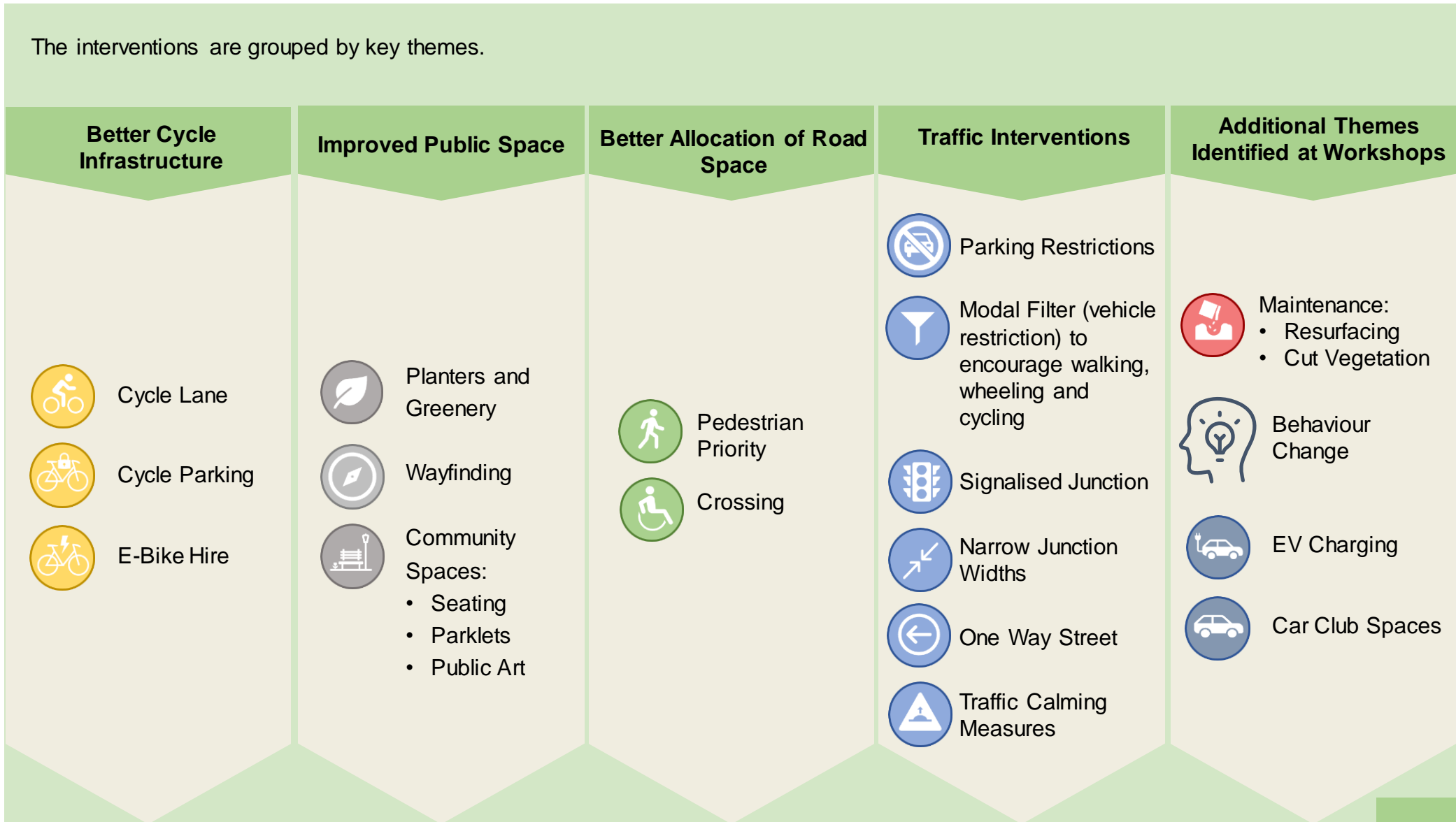
A better allocation of road space Widcombe Hill and Prior Park Road area by introducing more crossing points would increase safety for those walking and wheeling.

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

Improved signage and wayfinding in the area would encourage more people, both residents and tourists, to walk to the local attractions including St Thomas' Church and Prior Park.

# 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' Church Street and Prior Park 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:** Prior Park Road/  
Widcombe Hill Junction

**Zone 2:** Prior Park Road

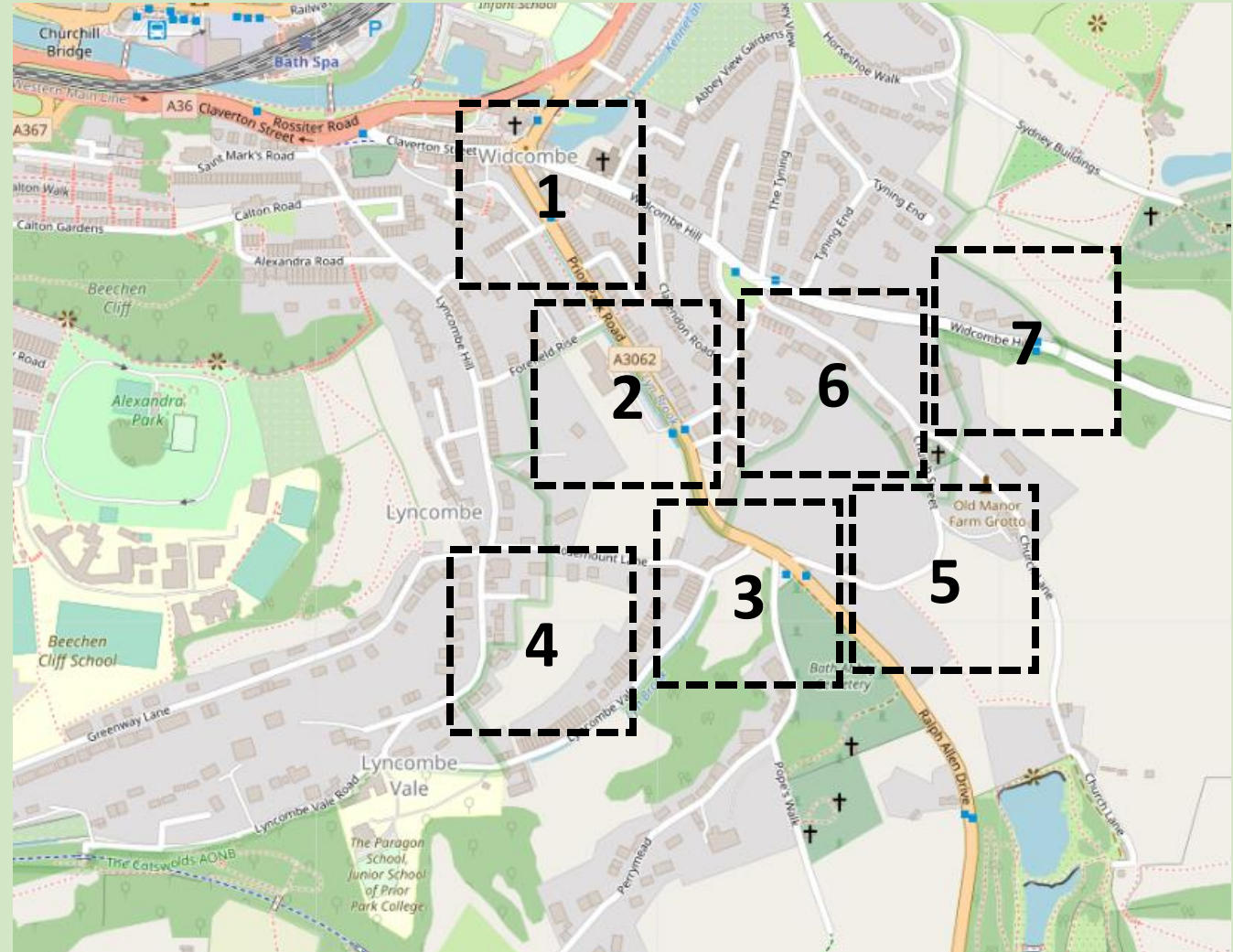
**Zone 3:** Prior Park Road/ Ralph  
Allen Drive Interface

**Zone 4:** Lyncombe Vale

**Zone 5:** South End of Church  
Street

**Zone 6:** North End of Church  
Street

**Zone 7:** Widcombe Hill



# Zone 1 Prior Park Road/ Widcombe Hill Junction

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



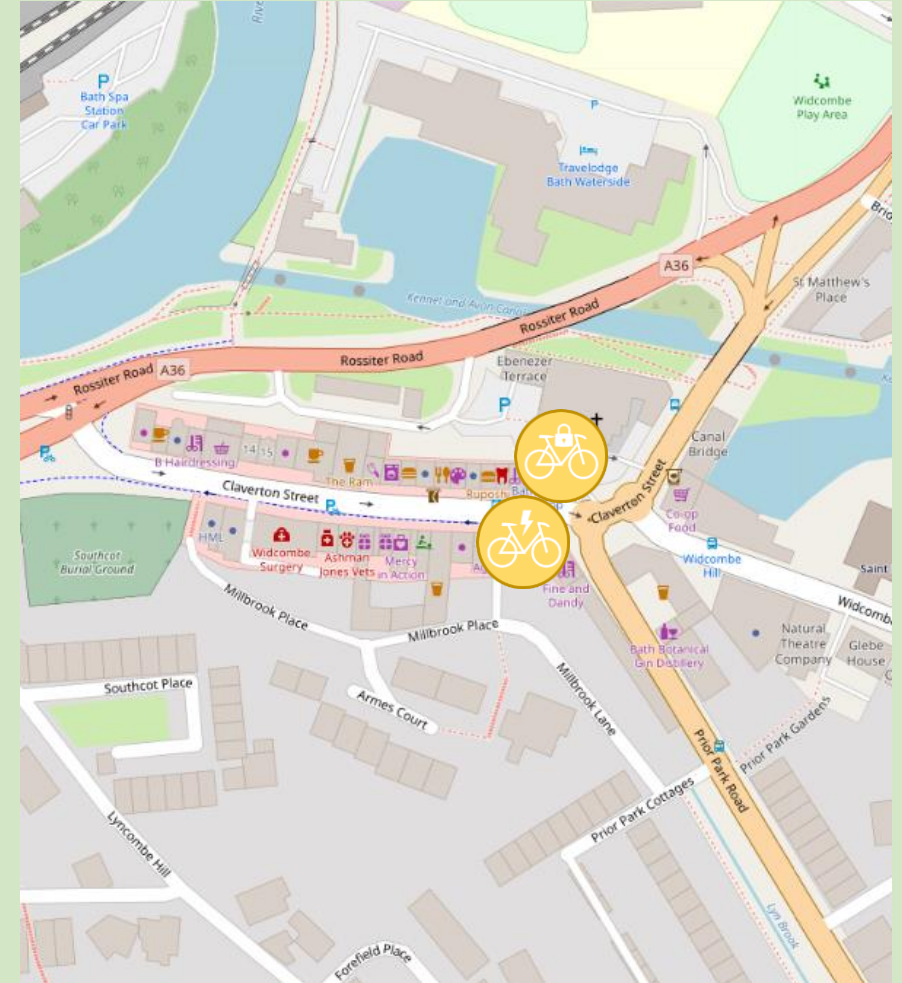
Secure bike parking to help with storage and encourage local active travel.



Secure Bike storage hangar © Better by Bike



E-bike trial  
Cycle to work scheme



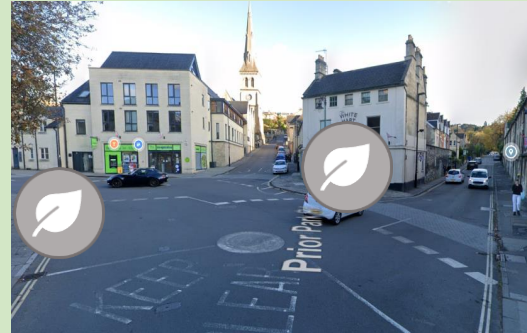


# Zone 1 Prior Park Road/ Widcombe Hill Junction

Residents' suggestions to improve the public spaces in the area



**Double Roundabout**  
Planters with greenery used to revitalise what is, at the moment, a large space dedicated for vehicular traffic.



© Google Maps 2022



## Wayfinding

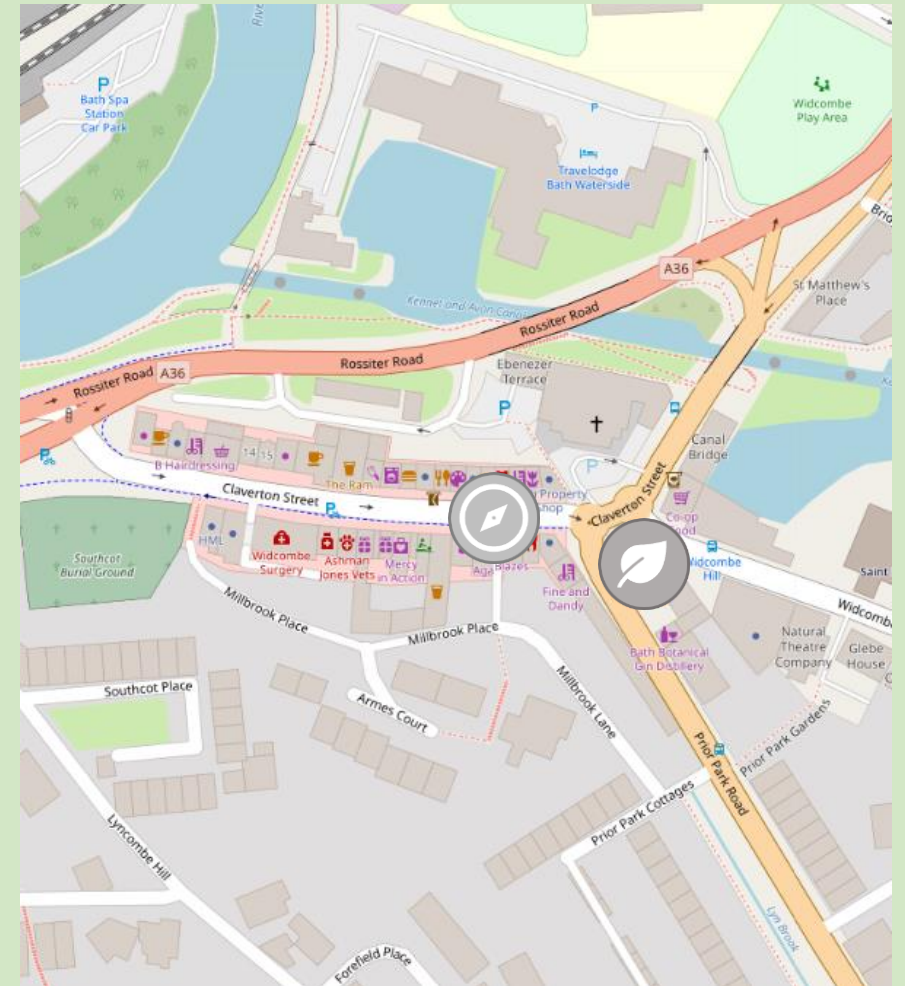
Wayfinding and signage will help to highlight alternative routes along Millbrook Place when accessing the Prior Park Garden Centre and Prior Park.



© Google Maps 2022



Consider walking for short journeys



# Zone 1 Prior Park Road / Widcombe Hill Junction

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

## Prior Park Road and Widcombe Hill Junctions



Improved pedestrian crossing at the Widcombe Hill and Prior Park Road junctions of the double roundabout.

Suggested to provide signals with an all pedestrian phase to allow for safer crossing of people in this area.



Consider walking for short journeys



# Zone 1 Prior Park Road / Widcombe Hill Junction

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

## Prior Park Road and Widcombe Hill Double Roundabout



Suggestion to investigate the signalisation of the double mini roundabout arrangement to ease traffic congestion.

Current arrangement sees issues of confusion with drivers and difficulty of drivers coming out from the Widcombe Hill junction.



Reduction in the size of the junction.

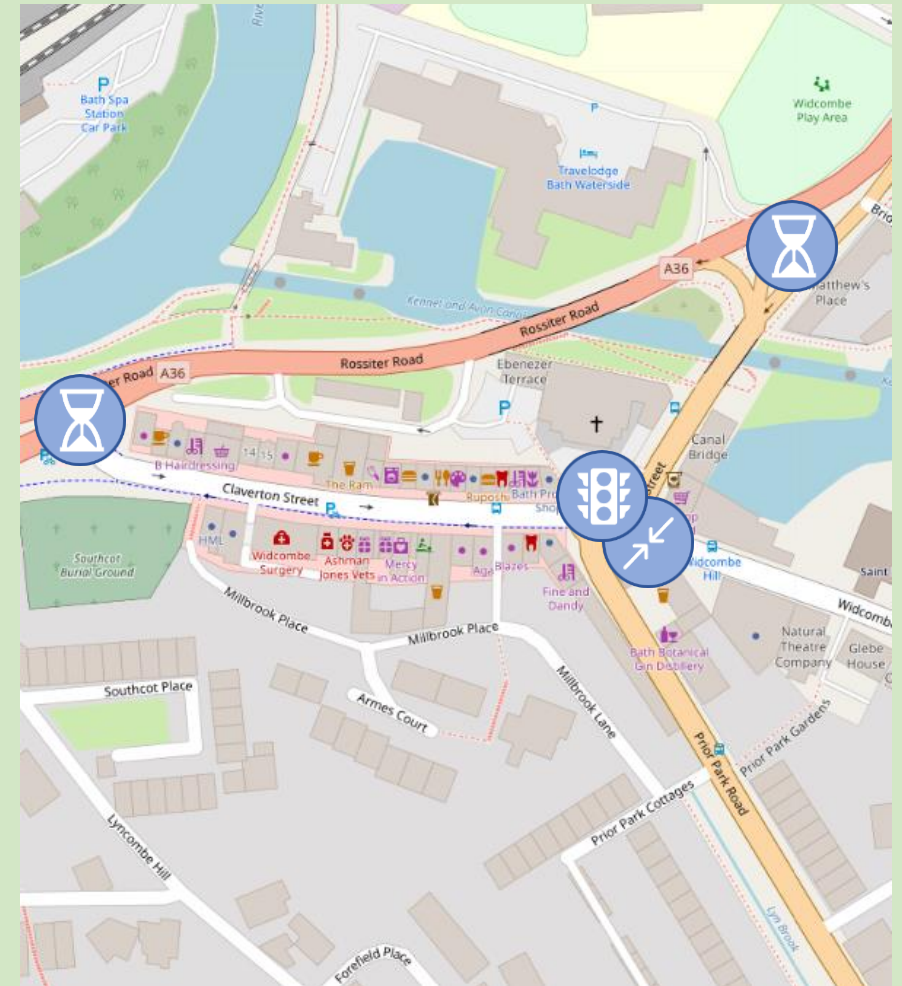
## Claverton Street and A36 Signalised Junction



Investigate the current phasing times for the signalised junction. Amend timings to encourage better flow of traffic out of Claverton Street.



Ensure that revised timings are completed in conjunction with other signals along the A36. Consider walking, wheeling or cycling for short journeys instead of driving



# Zone 1 Prior Park Road / Widcombe Hill Junction

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



## Claverton Street

Electric Vehicle charging points along the high street.



Provision of car club spaces along the high street.



## Double Mini Roundabout

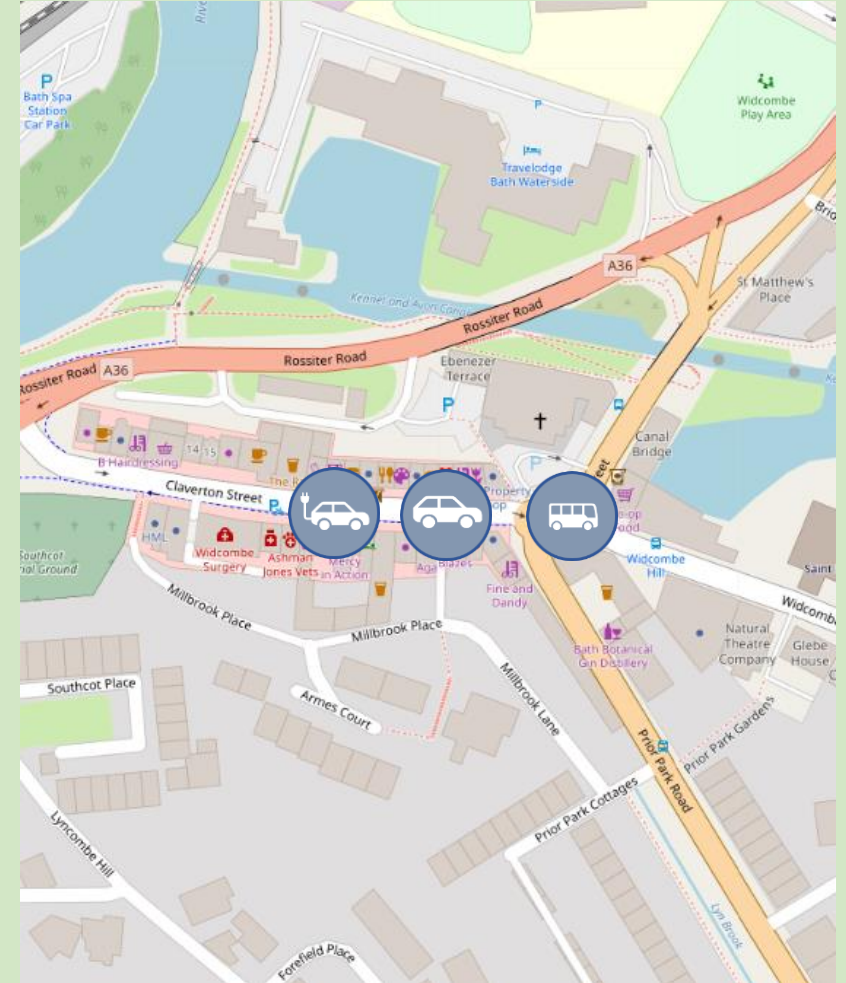
Signalisation of roundabout whilst including bus priority phasing to improve the public transport links in the area.



EV Charging Point



Car Club space



## Zone 2 Prior Park Road

Residents' suggestions to improve cycling opportunities in the area

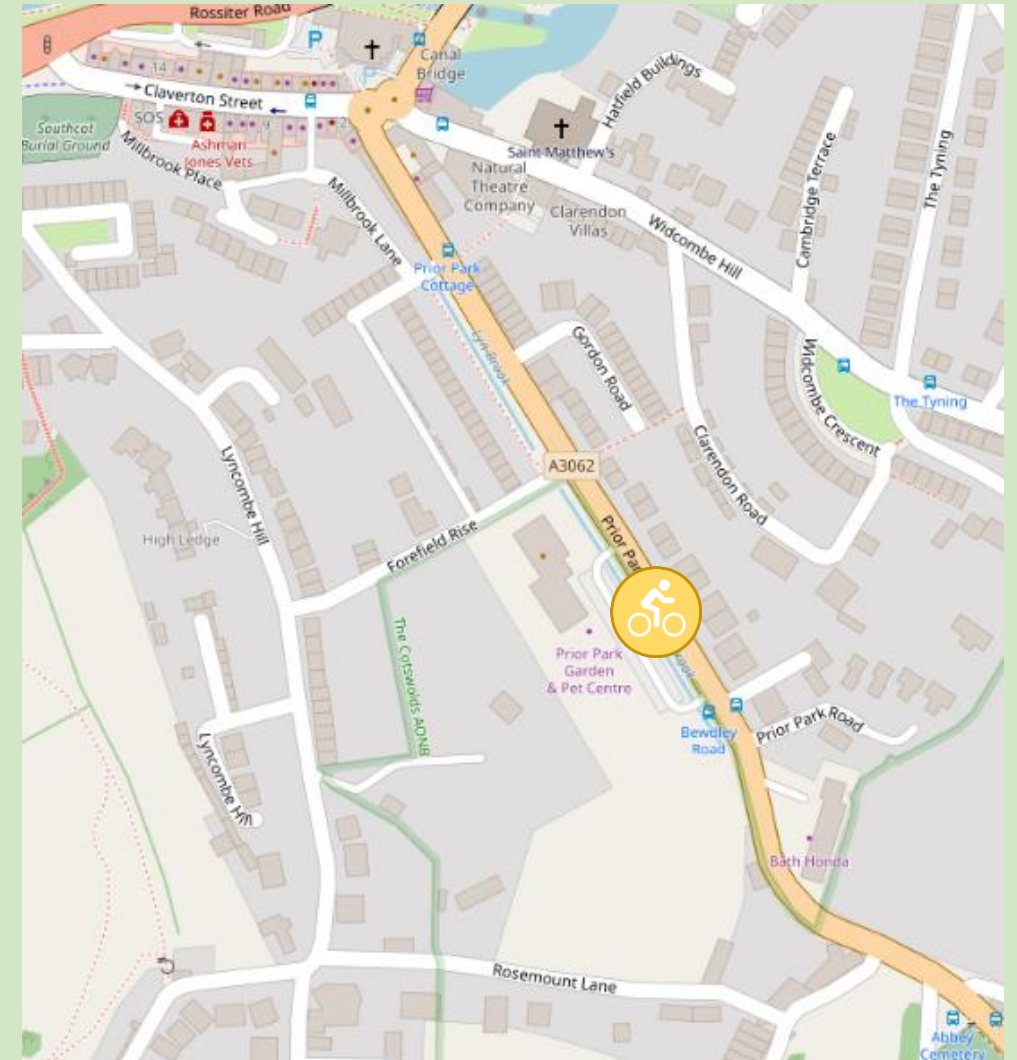
### Cycle Safety along Prior Park Road



Improve cyclist safety along Prior Park Road. Options to improve awareness of cyclist and provide a segregated facility if possible.



Consider cycling for short journeys



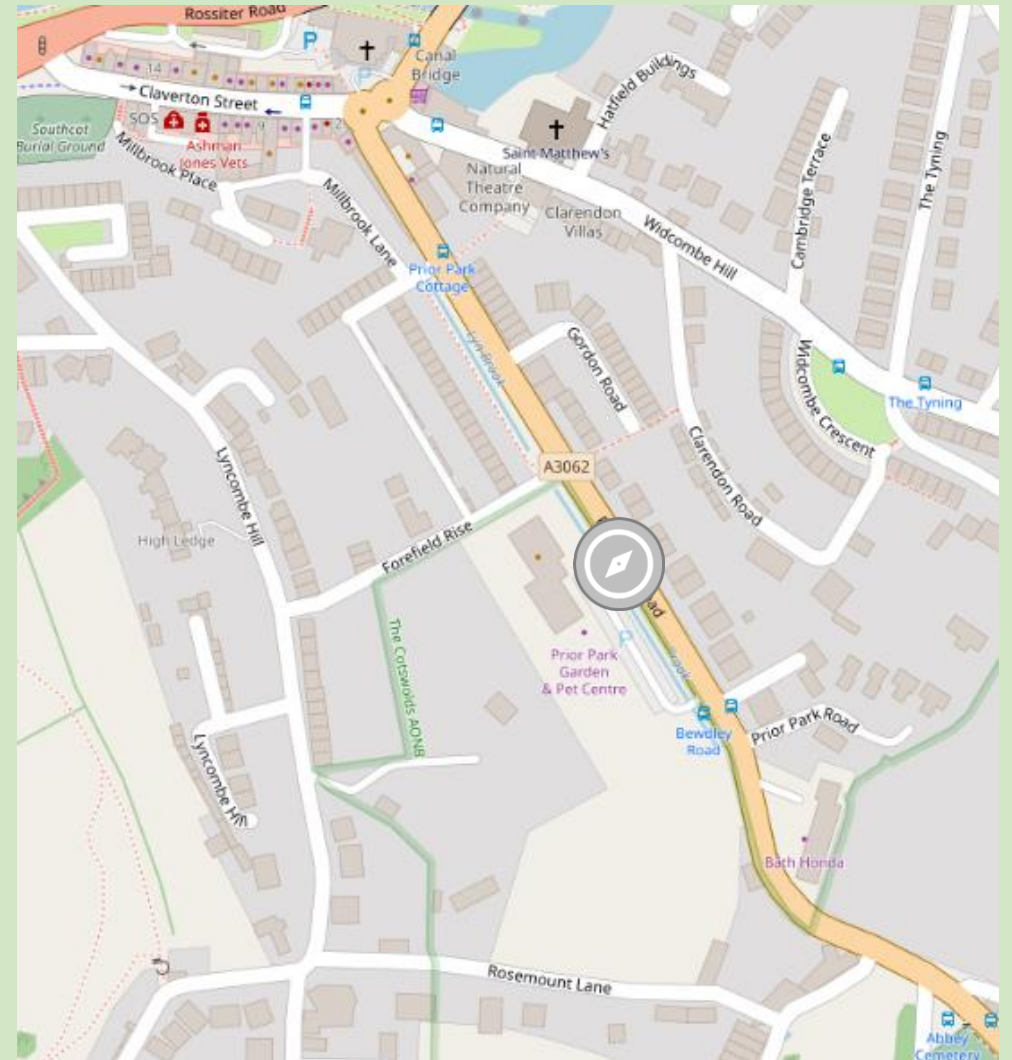
## Zone 2 Prior Park Road

Residents' suggestions to improve the public spaces in the area

### Wayfinding



Wayfinding and signage will help to highlight the way people can walk/ wheel to access Prior Park Road and other locations within the area.



## Zone 2 Prior Park Road

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

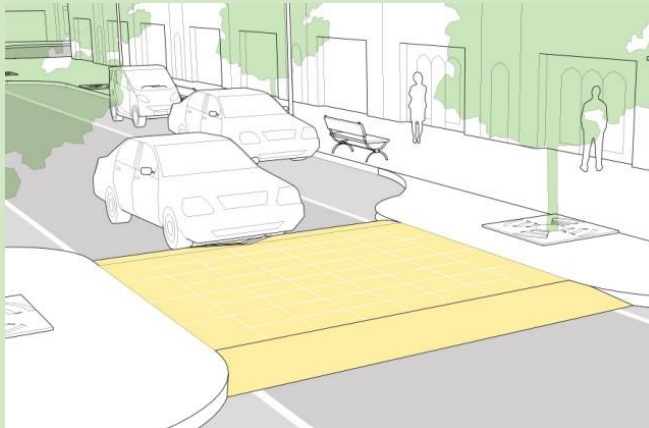
### Raised Crossing Points



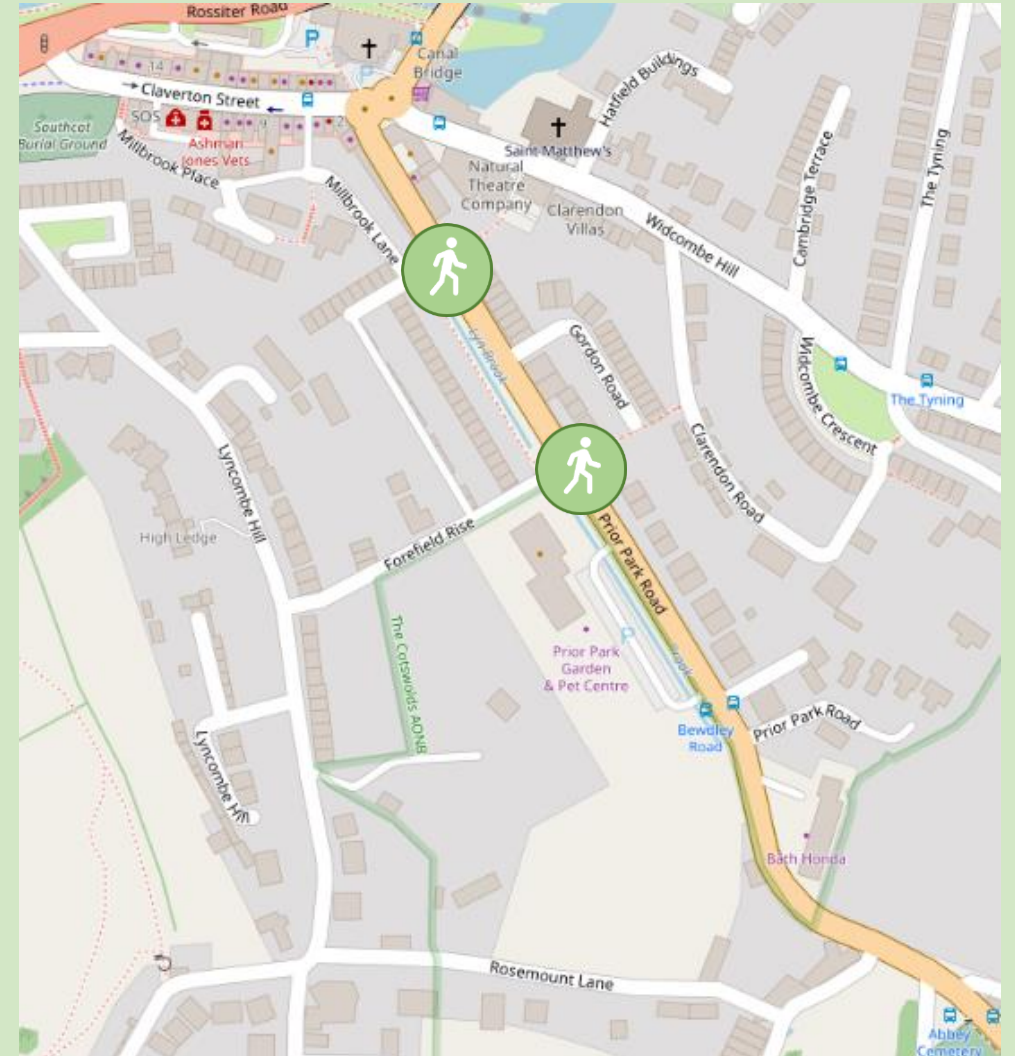
Provision of raised continuous crossings along Prior Park Road will allow improved pedestrian access to residential areas and the Garden Centre.

Raise pedestrian crossings improve the ease of accessibility for those who are less-abled, wheelchair users, and pedestrians with pushchairs.

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



Raised continuous crossing © Nacto.org



# Zone 2 Prior Park Road

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



## Traffic Calming

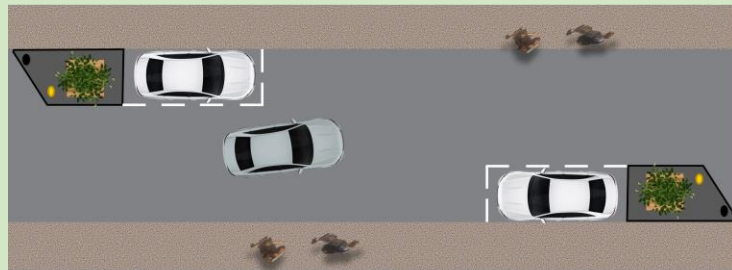
Introduction of traffic calming measures along Prior Park Road will aim to discourage speeding and promote a safer environment for pedestrians.

Traffic calming can be achieved by a range of methods including speed tables with pedestrian crossings, build outs, or chicaning of parking.

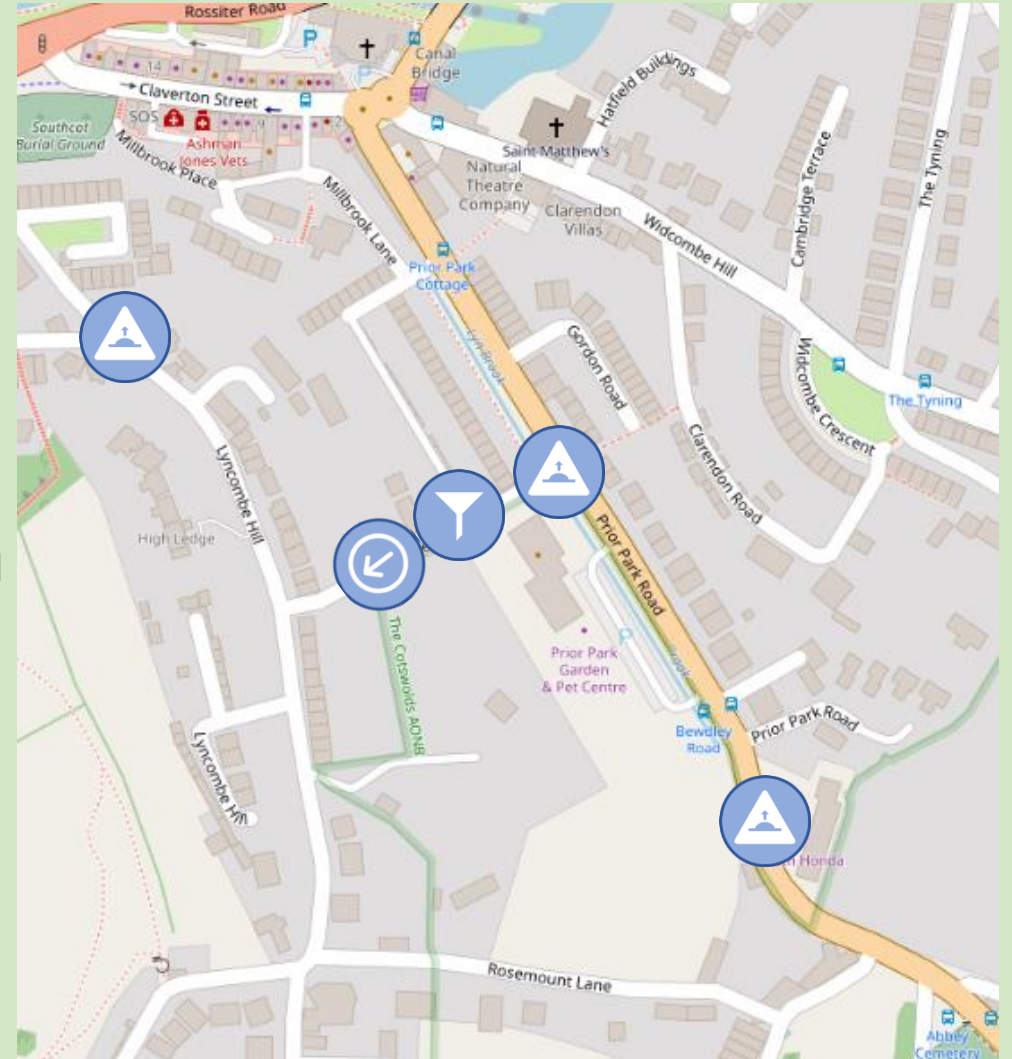


## Forefield Rise

Installation of either a modal filter just after garage access or one-way street along Forefield rise to discourage motorised through traffic from using the road as a cut through during peak times. Access to garden centre is maintained.



Chicane parking arrangement with build outs





## Zone 2 Centre of Church Street and Prior Park Road

Residents' suggestions for maintenance to improve the area

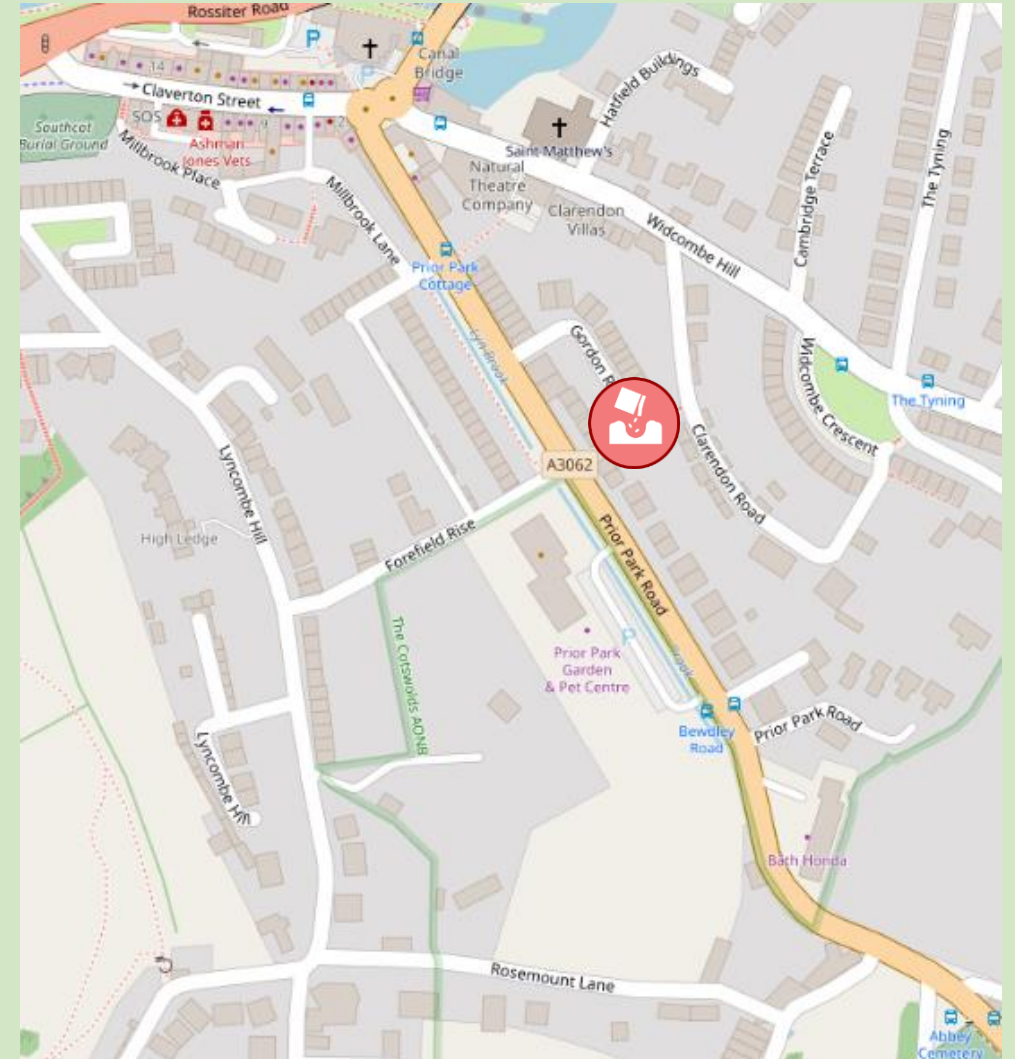
### Access along Widcombe Rise



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



Widcombe Rise © Google Maps 2022



# Zone 3 Prior Park Road / Ralph Allen Drive Interface

Residents' suggestions to improve cycling opportunities in the area

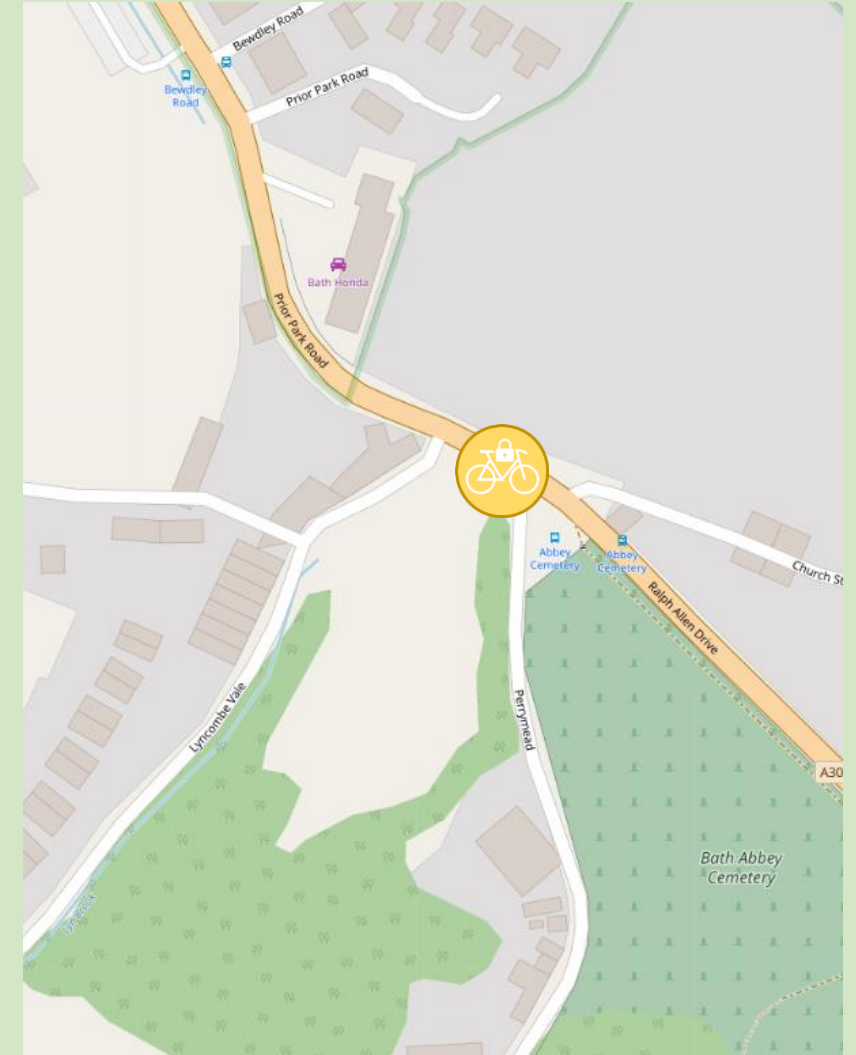
## Secure Bike Parking



Provision of secure bike parking so people from outside of the area can cycle and leave their bikes to visit local attractions in the area.



Parklets with secure Bike storage © Google images



## Zone 3 Prior Park Road / Ralph Allen Drive Interface

Residents'  
suggestions to  
improve the public  
spaces in the area

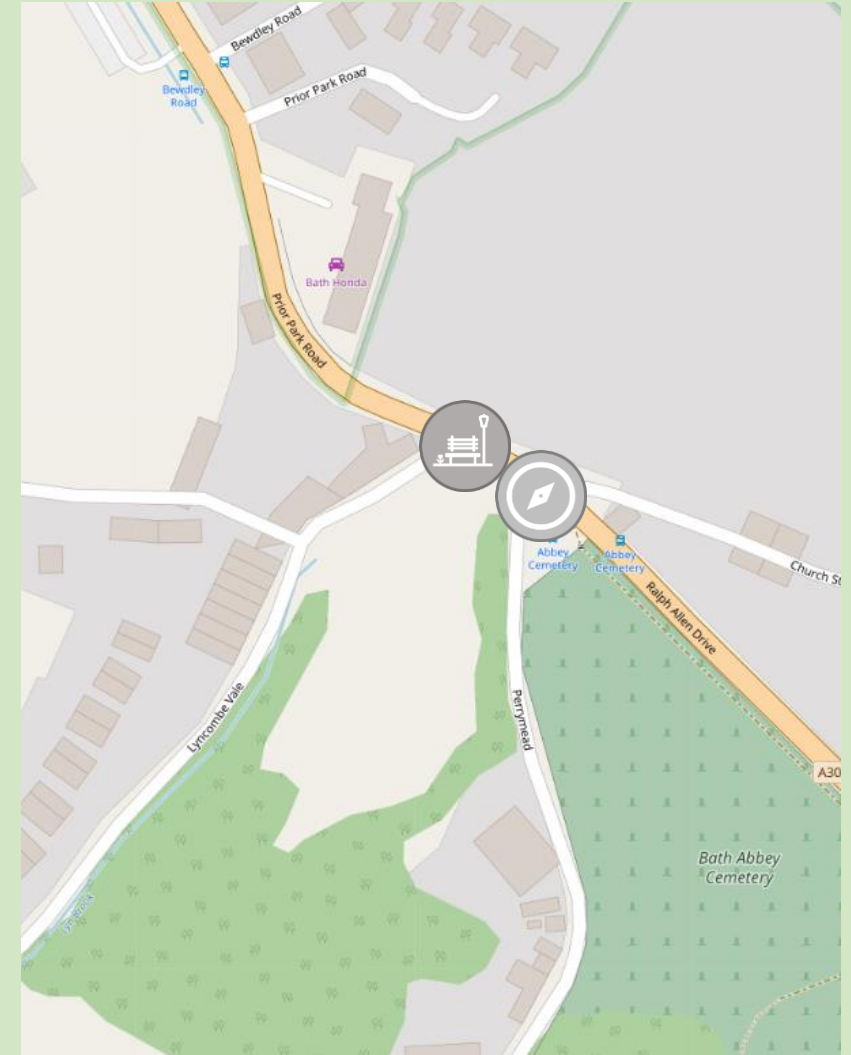
### Rest Point and Wayfinding



Introduction of parklet features to provide a community space and offer people the opportunity to rest as they are walking up the steep topography of Prior Park Road.



Provision of wayfinding will help people to navigate to local attractions such as St Thomas' Church and Prior Park.



# Zone 3 Prior Park Road / Ralph Allen Drive Interface

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



## Prior Park Road/Church Street Junction

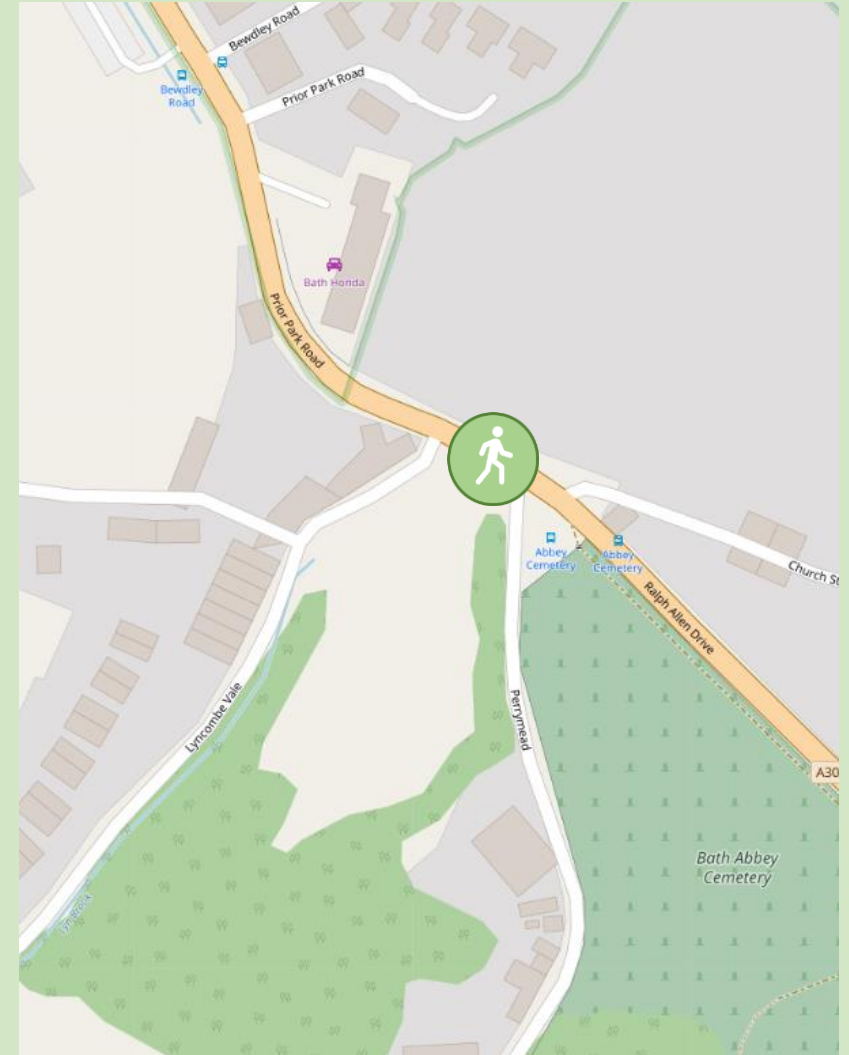
Crossing point along Prior Park Road to facilitate north/south movement between Lyncombe Vale, Perrymead and Church Street.

Improve crossing provision to northbound bus stop.

Further investigation on the exact location and type of crossing is required.



Consider walking for short journeys



# Zone 3 Prior Park Road / Ralph Allen Drive Interface

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



## Community Gateway

Introduction of signage and potential planter-style community gateway which will alert drivers to the change in environment and that they are entering a residential area.



## Traffic Calming

Introduction of traffic calming as vehicles enter the area. This will slow vehicles as they approach the Church Street junction.



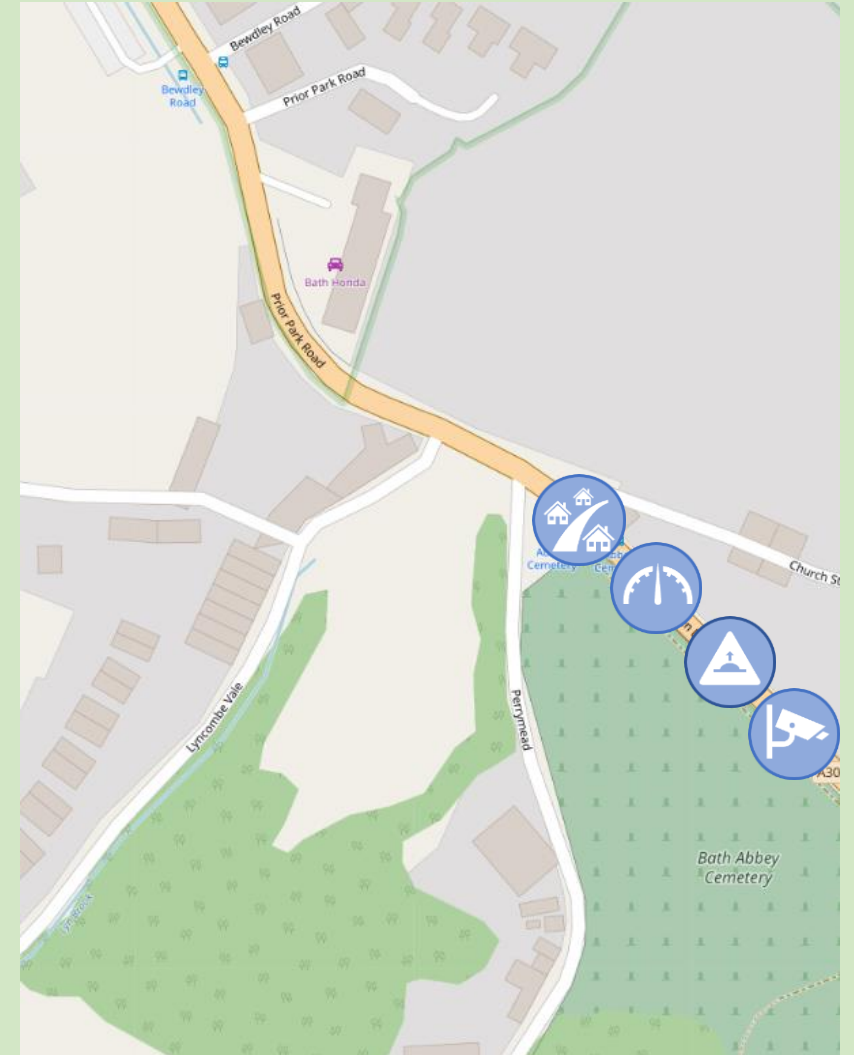
## Speed Reduction

Reduction in speed limit along Ralph Allen Drive from 30mph to 20mph.



## Speed Cameras

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



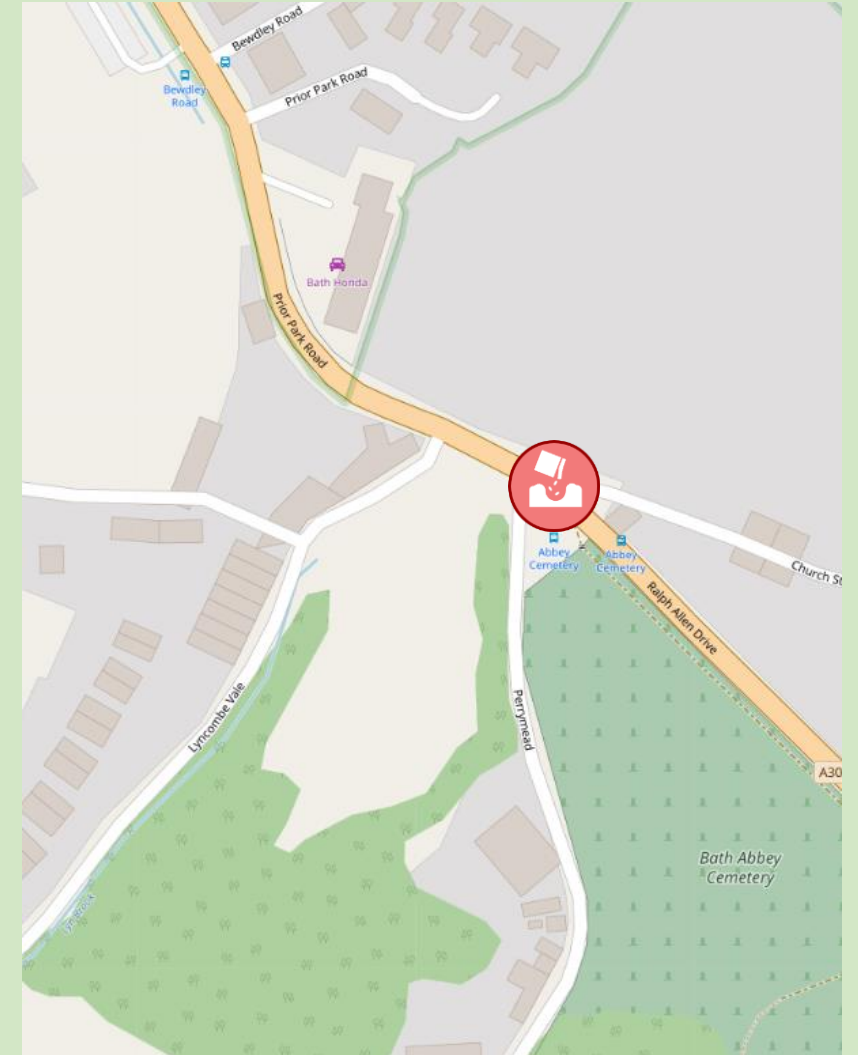
# Zone 3 Prior Park Road / Ralph Allen Drive Interface

Residents' suggestions for maintenance to improve the area

## Maintenance



Improvements to access only signage on Church Street as current signs area overgrown by nearby tree and could be clearer.



# Zone 4 Lyncombe Vale

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



## One-way Loop

Suggestion from residents to formalise one-way loop around Lyncombe Vale, Lyncombe Vale Road and Rosemount Lane.

This would help to reduce issues of congestion due to narrow roads during school drop off.



© Google Maps 2022



## Traffic Calming

Suggestion for traffic calming along Lyncombe Vale to reduce vehicle speeds.



© Google Maps 2022



# Zone 4 Lyncombe Vale

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

## Walking Bus to The Paragon School



Organisation of a walking bus from Prior Park Garden Centre to the Paragon School will reduce vehicular traffic during school drop off and pick up in the Lyncombe Vale area.

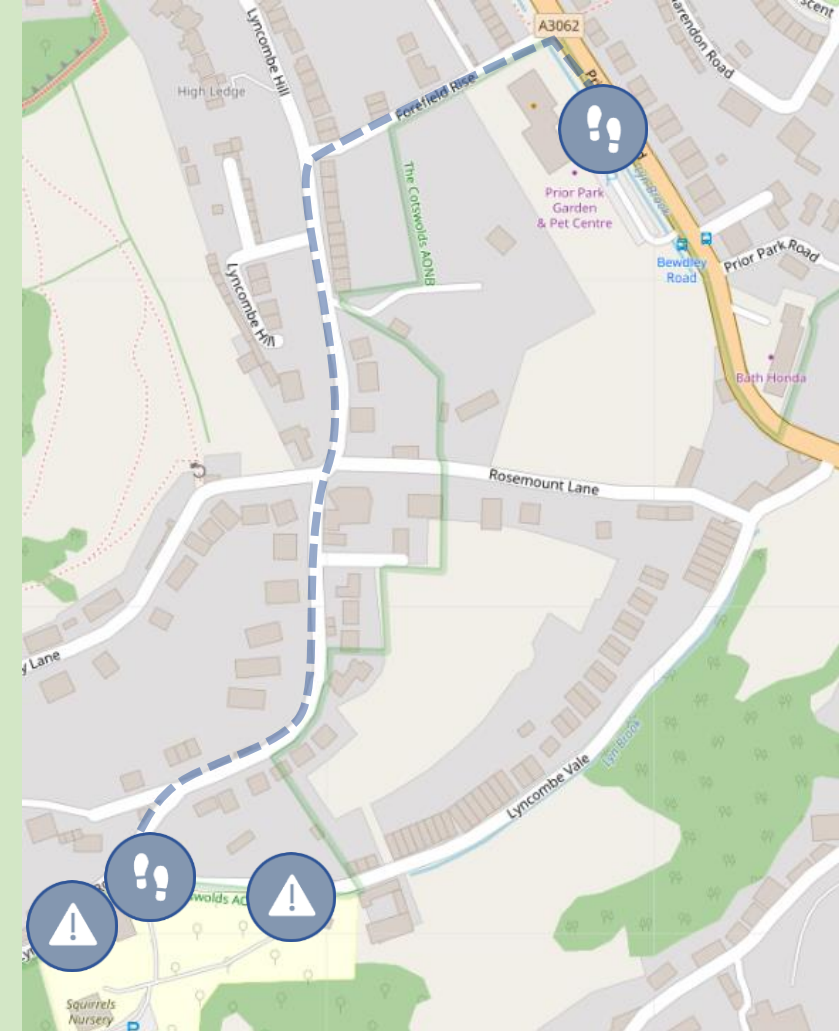
## Signage to Stop Illegal Drop Off Parking



Provision of non-enforceable school signage can be positioned in locations prone to parked vehicles during school pick up and drop off.



Signs Used to stop parking outside Schools







# Zone 5 South End of Church Street

Residents' suggestions  
to improve the  
public spaces in the  
area

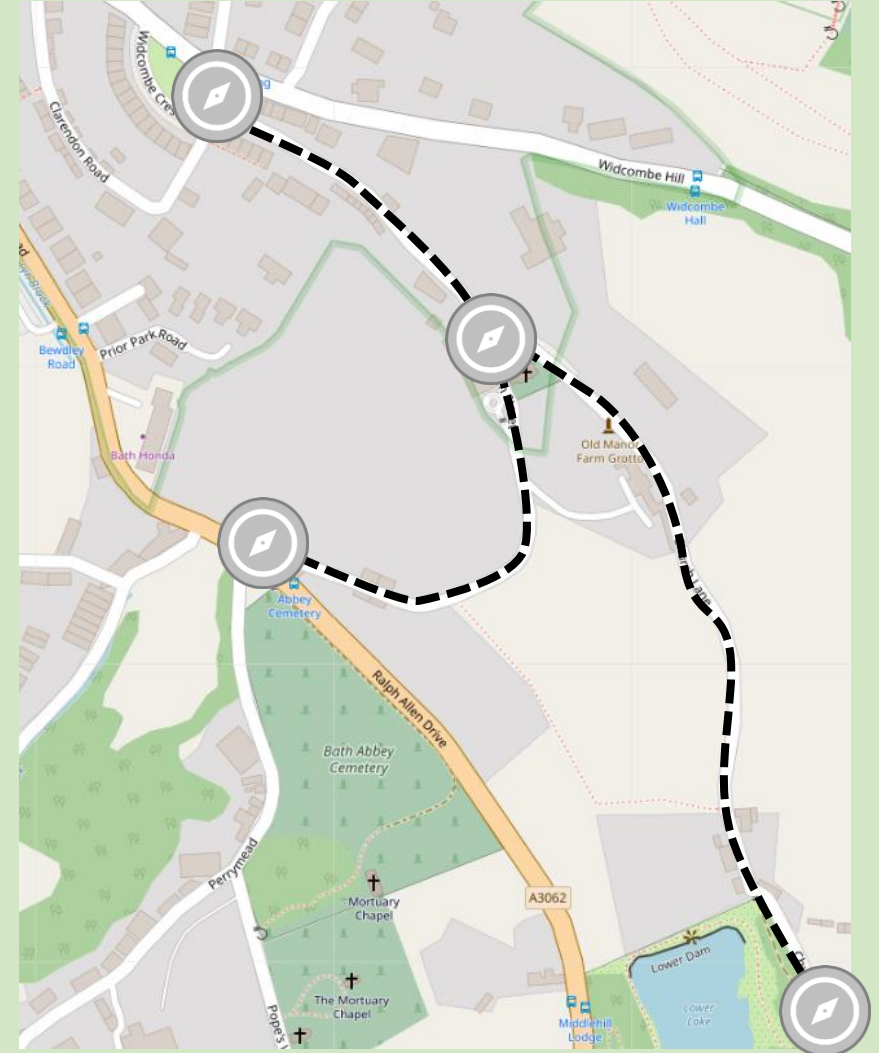
## Wayfinding



Placement of wayfinding signage can be installed to provide clarity on the route for people who are not local to the area. This will help to promote the route and reduce the through traffic accessing the local attractors.






Example of Bath Wayfinding Signage © Behance




# Zone 5 South End of Church Street

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


## Restricting Through Traffic along Church Street

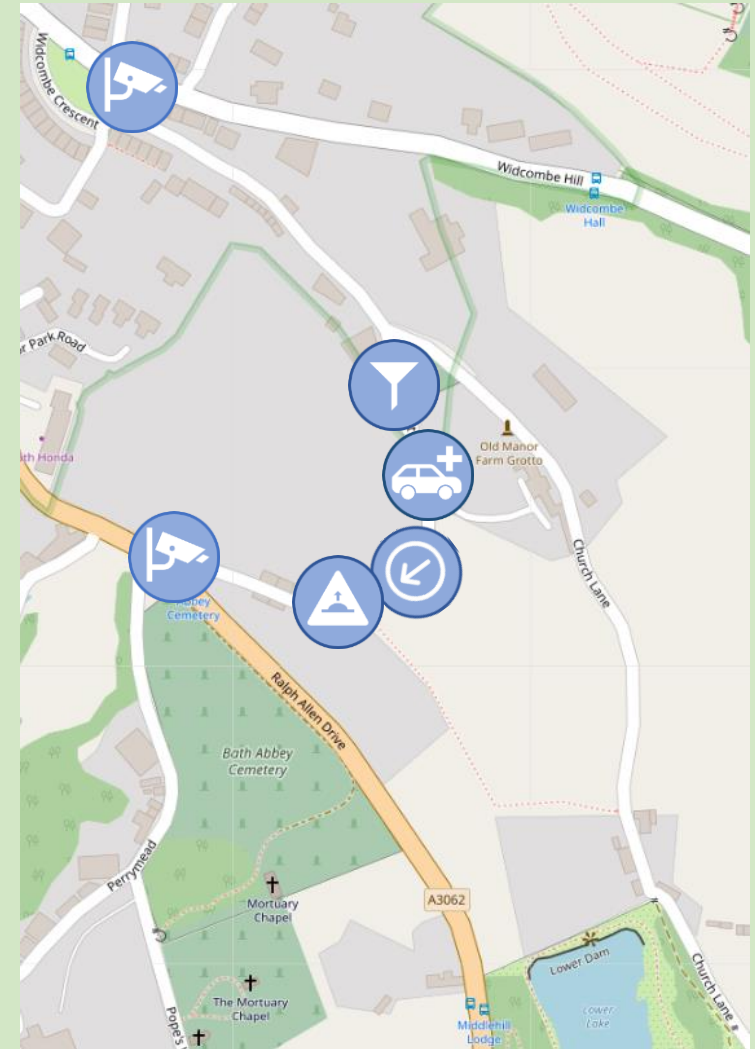
-  Suggestion to utilise ANPR (Automatic Number Plate Recognition) cameras to enforce access only through Church Street to stop through traffic.
-  Provision of one-way traffic along Church Street will discourage through traffic as commuters can only travel in one direction.
-  Traffic calming along Church Street will discourage vehicles from exceeding the cited speed limit.

## Modal Filter

-  Introduction of a modal filter near St Thomas' Church will prevent vehicles from being able to use Church Street as a through route. This will create a low traffic environment which will provide a safer space for people walking/ wheeling and cycling in the area.

## Parking

-  Provision of additional limited waiting parking in the area of St Thomas' Church.



# Zone 6 North End of Church Street

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

## Pedestrian Crossings

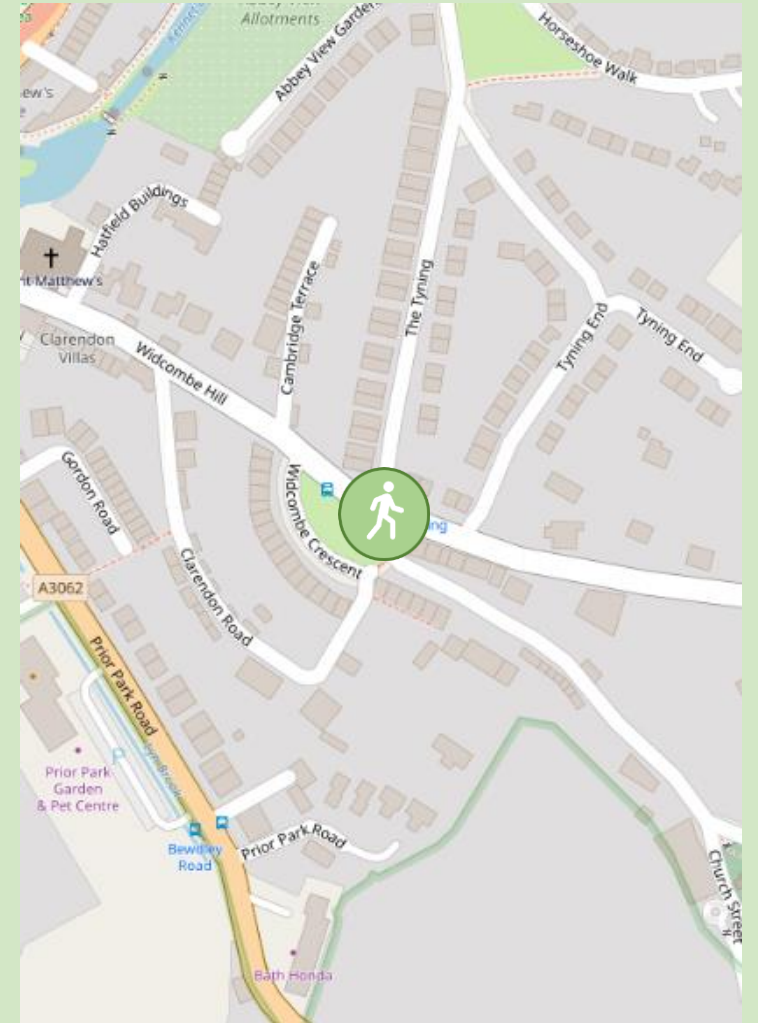


Suggestions to improve pedestrian crossing facilities at the Church Street junction with Widcombe Hill.

Current arrangement does not allow easy access for people walking or wheeling at this point and was noted that it can be dangerous to cross here.



Proposed crossing along Widcombe Hill from Church Street  
© Google Maps 2022



# Zone 6 North End of Church Street

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

## Reduction in Speed Limit



A reduction in speed limit will aim to discourage speeding along Church Street. The current cited speed limit is 20 mph but vehicles have been reported to regularly exceed this.

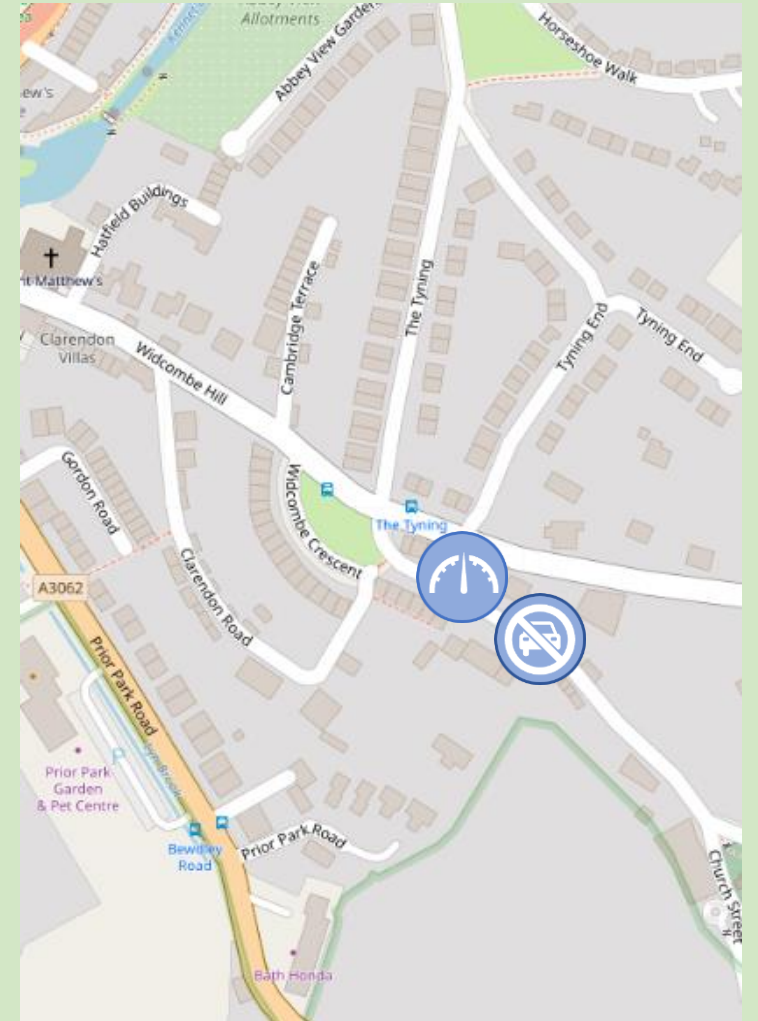
## Parking



Restriction of parking at narrow section of Church Street where vehicles currently park on the pavement. The road at this point is very narrow with a high wall on the opposite side to parking bays. It has been reported that drivers will mount the pavement in order to avoid through traffic damaging their vehicles, this has been reported as a prominent problem in the area.



Resident parking along Church Street narrow section



# Zone 6 North End of Church Street

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

## Pavement Parking

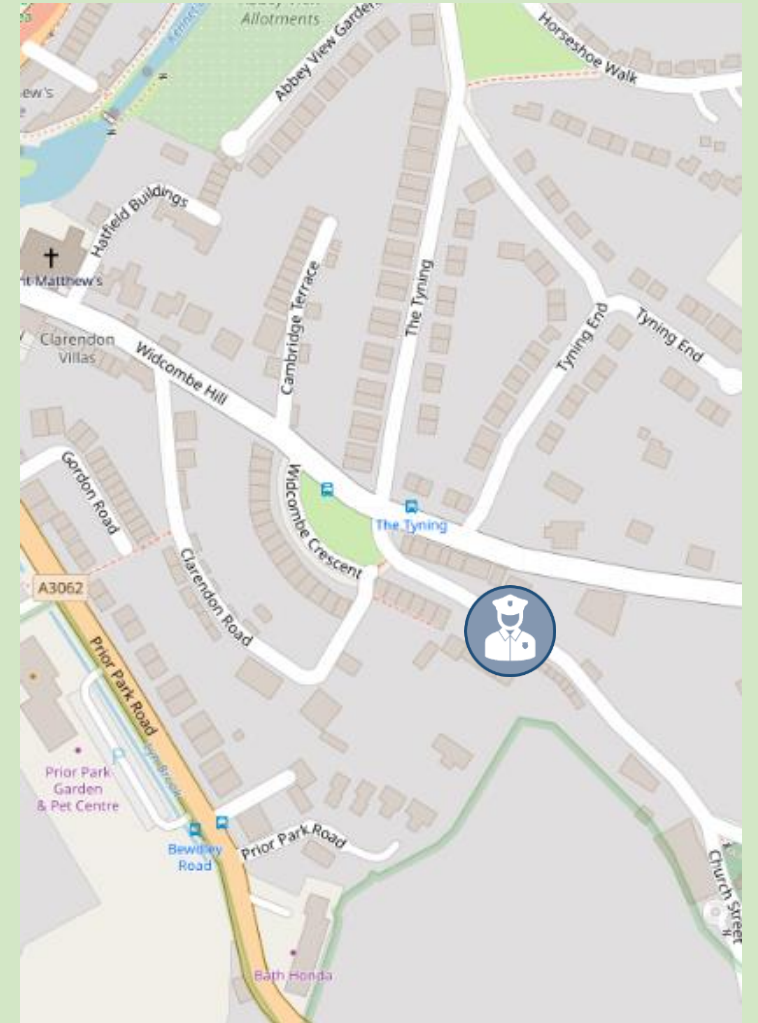


Residents have reported that due to the constrained and narrow nature of Church Street that there are issues of vehicles being hit by passing vehicles. It is presumed that to prevent this drivers mount the kerb to provide additional carriageway space for passing vehicles.

This restricts the ability of pedestrians to walk or wheel on the footway due to the parked vehicles on the footway. Residents reported that they have to then walk in the carriageway as a result. Local enforcement could help combat this behaviour and stop people from parking on the footways.



Pavement Parking along church Street



# Zone 7 Widcombe Hill

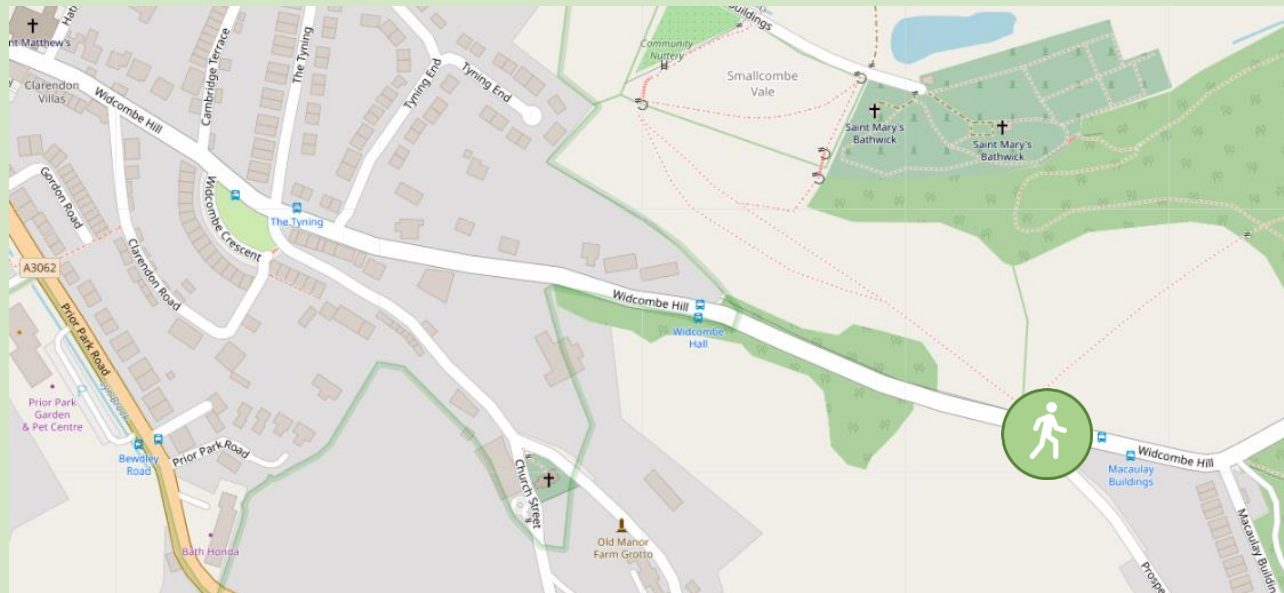
Residents' suggestions to create fairer access for all by reallocating road space for those walking and wheeling

## Pedestrian Crossings



Suggestions to improve pedestrian crossing facilities at the Prospect Road junction.

Current arrangement does not allow easy access for people walking or wheeling at this points and was noted that it can be dangerous to cross in this area.



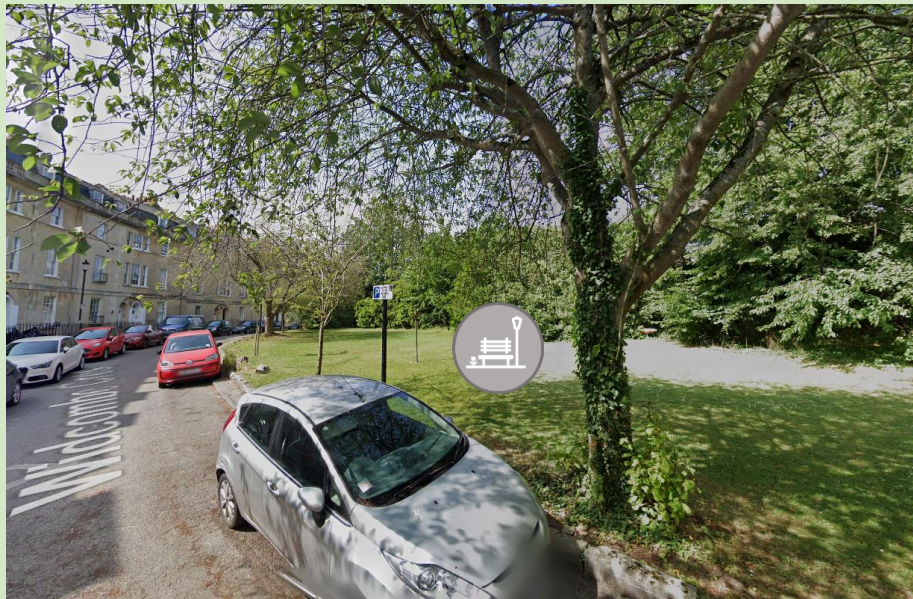
# Zone 7 Widcombe Hill

Residents' suggestions to improve the public spaces in the area

## Community Space

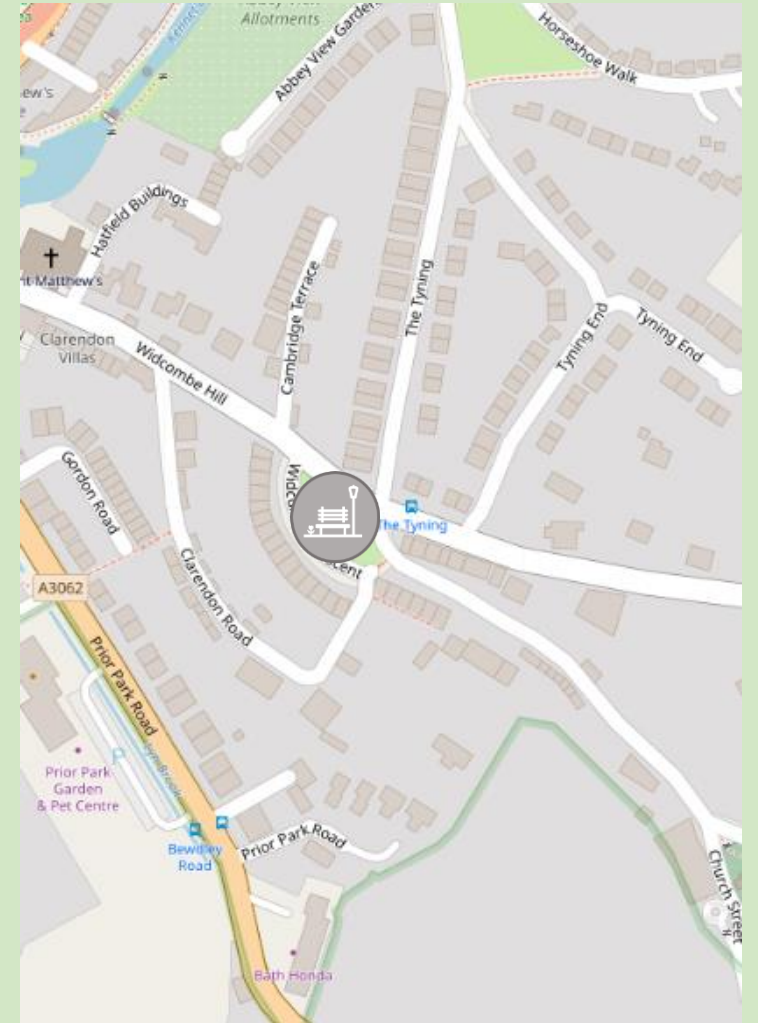


Suggestion for seating and other furniture to provide a community space in the Widcombe Crescent area. This will allow local community members and visitors walking up Widcombe Hill to utilise the facilities as a rest point or a social space.



Proposed location for seating/ social space in Widcombe Rise

© Google Maps 2022





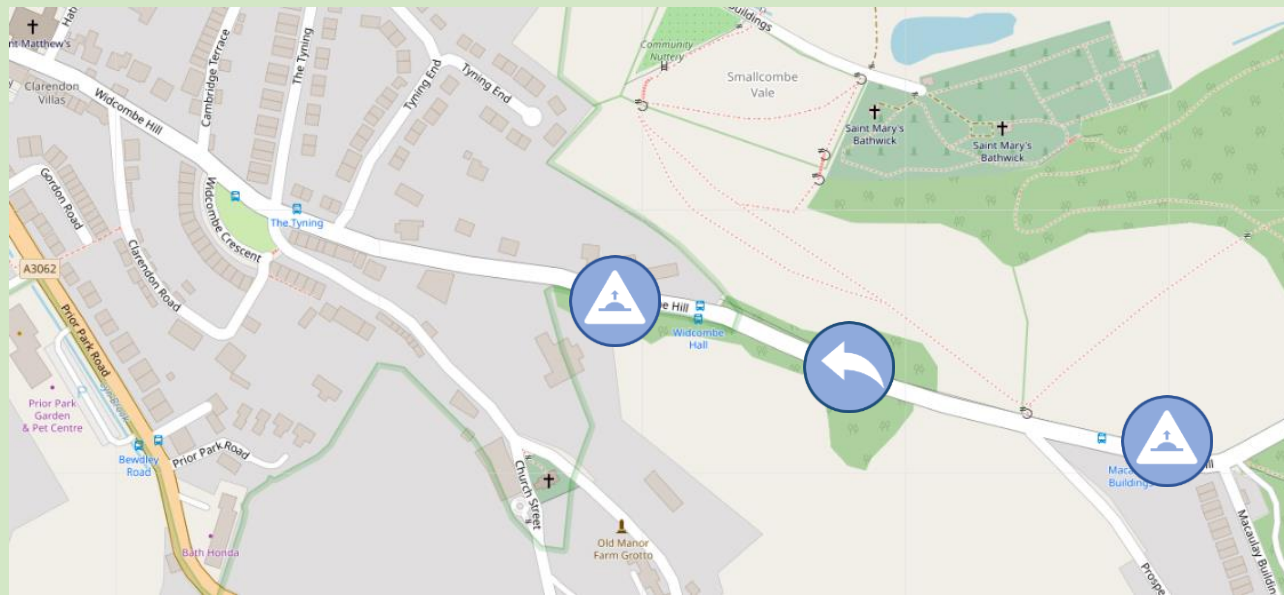


# Zone 7 Widcombe Hill

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

## Traffic Calming

-  Traffic along Widcombe Hill has been reported to be exceeding the cited speed limit. Residents suggested traffic calming measures to encourage safer driving speeds.
-  A suggestion for chicane arrangement parking was proposed to slow traffic that is navigating along Widcombe Hill.



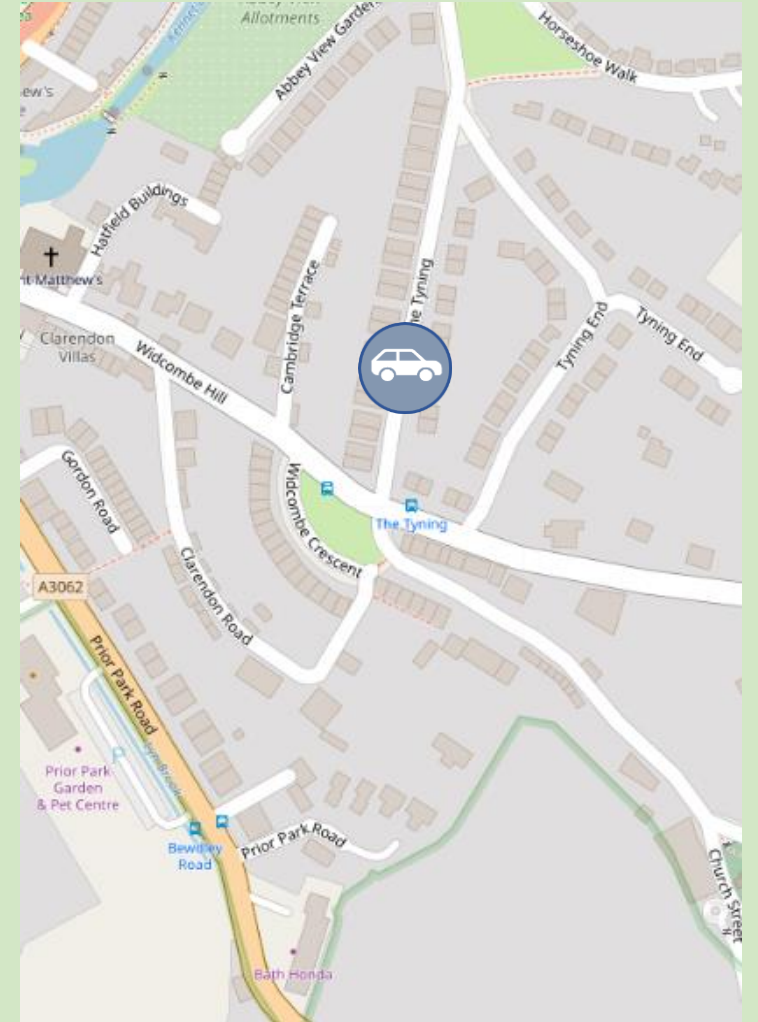
# Zone 7 Widcombe Hill

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



## Car Club Space in The Tynning

Suggestion for a car club space along The Tynning to allow the residents in the area to use the services. This can reduce the number of cars owned in the area.



## Other Behaviour Change Interventions



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

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

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

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

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



## Conclusion and Next Steps

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

- Whether the measure/intervention falls within the area originally proposed in the application for a Liveable Neighbourhood in the Church Street and Prior Park 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 Church Street and Prior Park 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 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](mailto:liveableNeighbourhoods@bathnes.gov.uk) or speak to a member of staff.

### Quality Information

Prepared by	Checked by	Verified by	Approved by
AS	MM	HH	CB

Prepared for:  
Bath and North East Somerset

### Revision History

Revision	Revision date	Details	Authorised	Name	Position
P01	10/08/2022	-	HH	HH	Associate Director
P02	12/08/2022	-	HH	HH	Associate Director
P03	15/08/2022	-	HH	HH	Associate Director
P04	16/08/2022	-	HH	HH	Associate Director

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