



Southlands Co-development Workshop

Summary of Discussions
August 2022

Liveable Neighbourhoods Co-development Workshop

This report shows the outcomes of a workshop held on the 22nd of June 2022 for residents in the Southlands area of Bath. There was also an engagement workshop carried out by our partner Sustrans to capture different and seldom-heard 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 Southlands 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.

Contents

Background	4
About the Southlands Area	5
Outcomes of the Earlier Public Engagement	6
Key Themes Identified in the Earlier Public Engagement	7
The Workshop	8
What People Like About Southlands	9
What People Said Could Be Nurtured	10
Movement Patterns	11
What Did We Learn?	12
Key Themes and Previous Engagement	13
Guide to Interventions	14
Re-imagining the Space	15
Conclusion and Next Steps	31

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 Southlands. 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 initial application described the issue of traffic using Southlands as a through route from the bottom of Lansdown Lane through to Penn Hill Road as a way of avoiding traffic along The High street. There was also a reported issue of parking in the area from the Royal United Hospital staff. Both these issues presented a perceived risk to children who live in the area. 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 Southlands Area

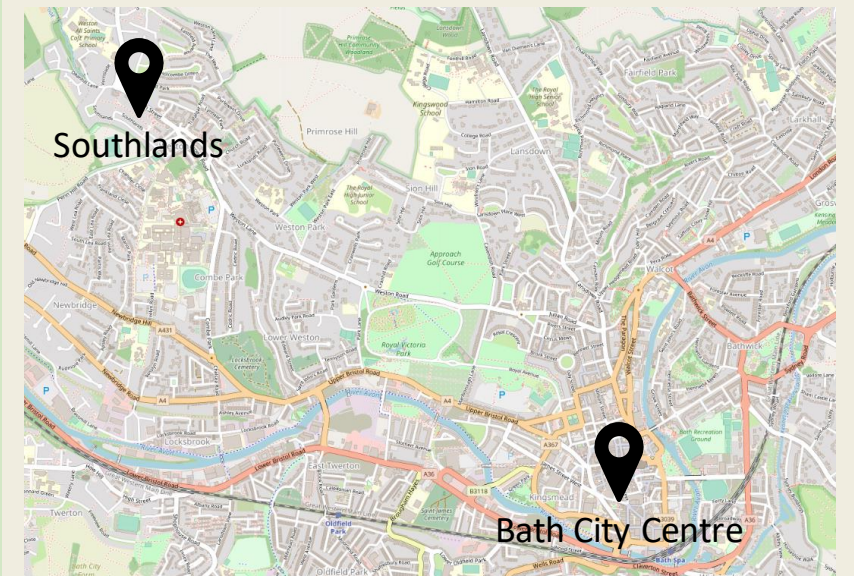
Southlands is a residential area located to the north west of Bath City Centre, approximately 2 miles from Bath Spa train station.

Southlands is around 480m in length and connects Penn Hill Road to Deanhill Lane. The area also includes Weston High Street which has local shops and services along its length.

The area is mainly residential but also accommodates local shops and services which are used by the local residents. The area is close to the Weston Recreation Ground, St Mary's Catholic Primary School and the Royal United Hospital.

From discussions at the workshops there appears to be three key areas within an around Southlands, these include:

- Southlands road and residential area.
- Several social and community spaces which surround the area including Weston Recreation Ground and the nearby primary school.
- The High Street area and Penn Hill road which border the Southlands area.



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, 67 people commented on the Southlands area. Below is a summary of what people said.

What is good about the area?

- 34 said 'strong community spirit'
- 31 said 'close to shops and services'
- 11 said 'safe and healthy environment'

What issues are experienced?

- 28 said 'through traffic'
- 25 said 'not enough space for wheeling, walking, or cycling'
- 21 said 'speeding traffic'
- 16 said 'school run traffic'
- 12 said 'parking'
- 10 said 'poor facilities for disabled people'

What measures could improve the area?

- 30 said 'a restriction on through traffic or HGVs'
- 15 said 'new pedestrian crossings'
- 14 said 'new or wider footways'
- 14 said 'new or improved cycle lanes'
- 10 said 'trees and planting'



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 Weston Free Church on the 22nd 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.

20 residents 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 Southlands? What needs nurturing?
- Group feedback

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

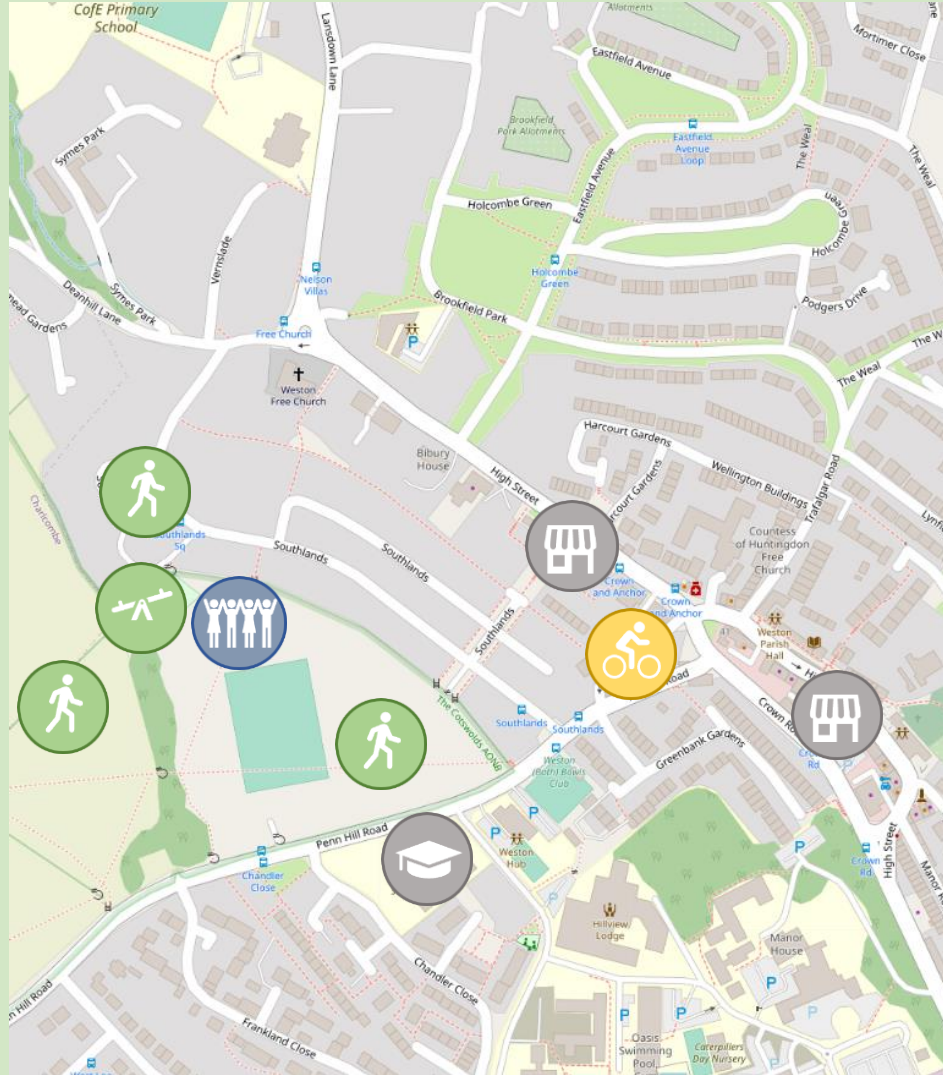


Photo taken at Mount Road Workshop

Exercise 1

What people said they liked about Southlands

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



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



Quite route for cyclists to use that is away from main traffic.



Local school and nursery.



Good proximity to shops and services.



Good sense of community spirit.

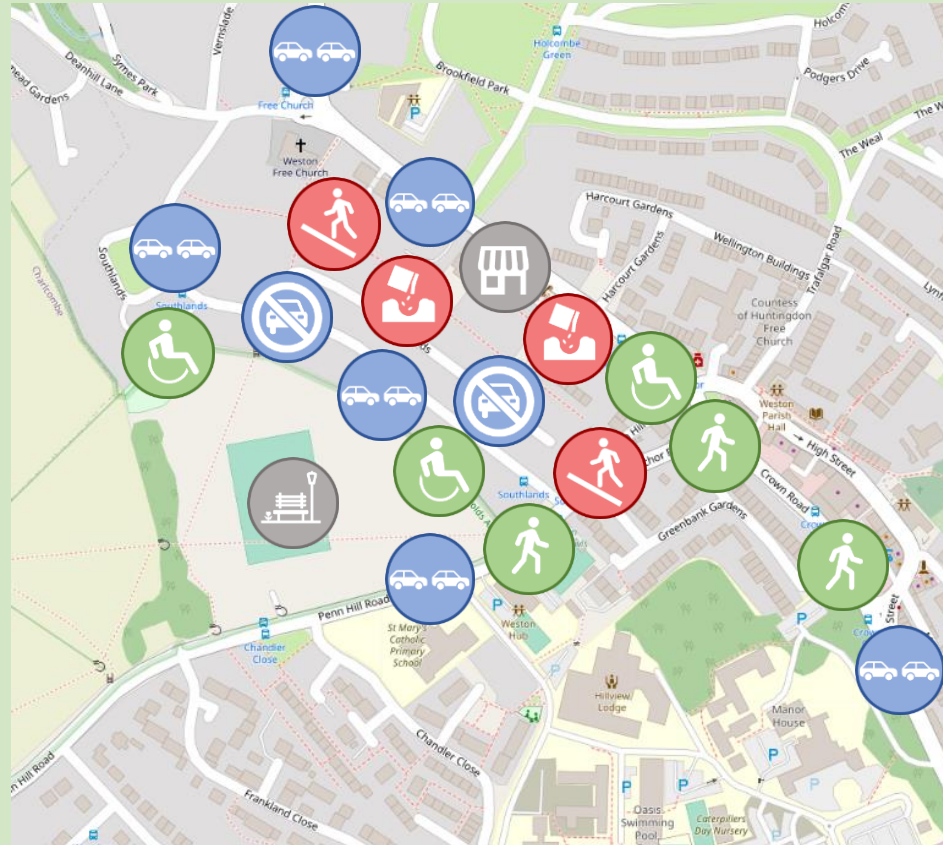


Space for children to play.



Exercise 2 What people said could be nurtured

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



There are limited spaces to cross busy roads and poor maintenance impedes walking/wheeling through housing estates in some places.



Some areas have hedges that are not regularly maintained. Steps from Southlands to the High Street are in poor condition.



Steep terrain in the area makes walking and wheeling more difficult for less able users.



A lack of furniture and facilities in green spaces limit opportunities for social interaction.



Congestion and speeding traffic. This contributes to poor air quality and noise pollution.



Areas that are inaccessible for wheelchair users and pushchairs.



Poor parking connected with the school run and Hospital staff parking. This effects access and visibility.

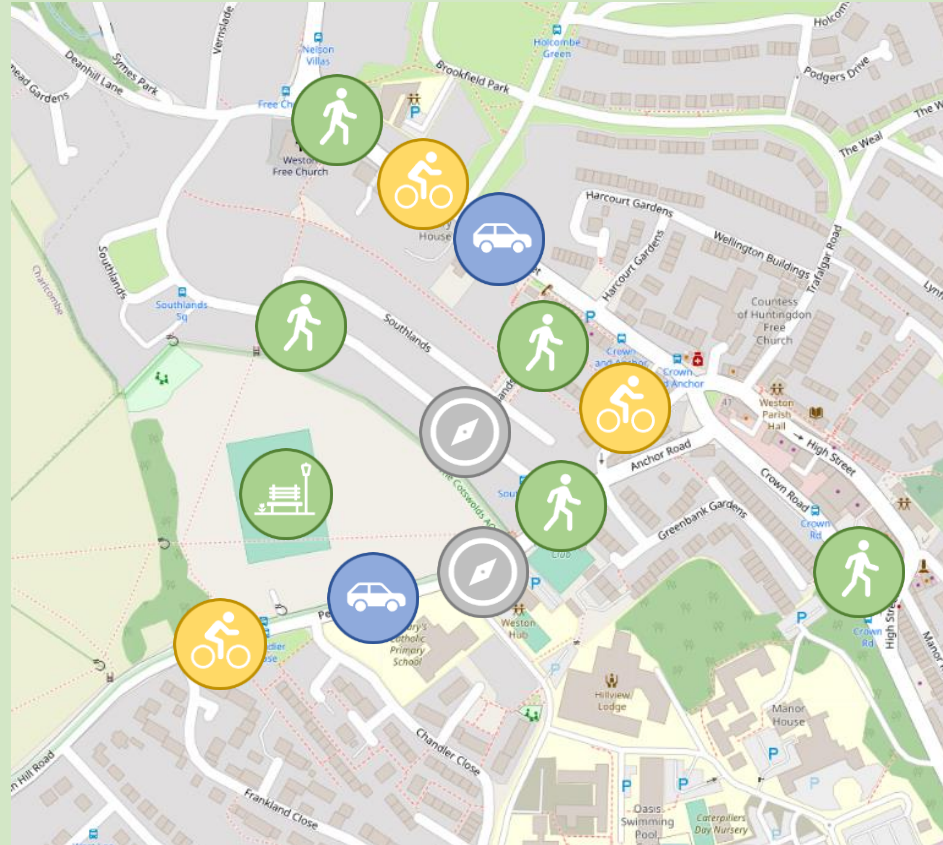


The shops along the High Street aren't viewed as being friendly or inviting.



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 Southlands, poor road surfacing and speeding traffic is seen as big barriers for cyclists.



Narrow pavements, poorly maintained steps, poor pedestrian crossings and pavement parking in Southlands make walking around the area difficult.



There is not enough local signs for the area, particularly for properties. Improved signs in the area could encourage more active travel.



There are people who are less mobile, have children or feel walking, wheeling or cycling isn't safe. This is mainly due to speeding traffic and poor pedestrian facilities, meaning people drive around the area instead



A lack of outdoor seating which could encourage more active travel and socialisation in the community.



What did we learn...?

- Residents in the Southlands area reported issues with parking from commuters. This leaves residents with limited opportunities to park and often results in double parking, pavement parking and blocking of dropped kerbs.
- There were reports of Southlands being used as a through route by speeding vehicles.
- There is a lot of support for the local green spaces and the opportunities they present for walking, wheeling and cycling but could be improved to facilitate more social interaction in the area.
- Steep roads presents a challenge for people to be more active.
- There are issues relating to pedestrian accessibility with poor steps down to the High Street and a general lack of safe crossings in Southlands and along Penn Hill Road.



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 around Southlands, poor road surfacing and speeding traffic is seen as big barriers for cyclists.



Traffic Interventions

There are concerns from people that the ban to hospital staff parking would limit their ability to park for work. People were concerned any interventions would displace traffic back onto the main roads and the associated air and noise pollution that comes with this.



Improved Public Spaces

There is a desire for more access to local green spaces, shops and school. The through traffic along Southlands limits opportunities for children to play in the green spaces.



Better Allocation of Road Space

A better allocation of road space in Southland, particularly relating to crossing points at each entrance, would improve safety for those walking and wheeling. This would allow access to the areas around Southlands and encourage active travel over car usage.

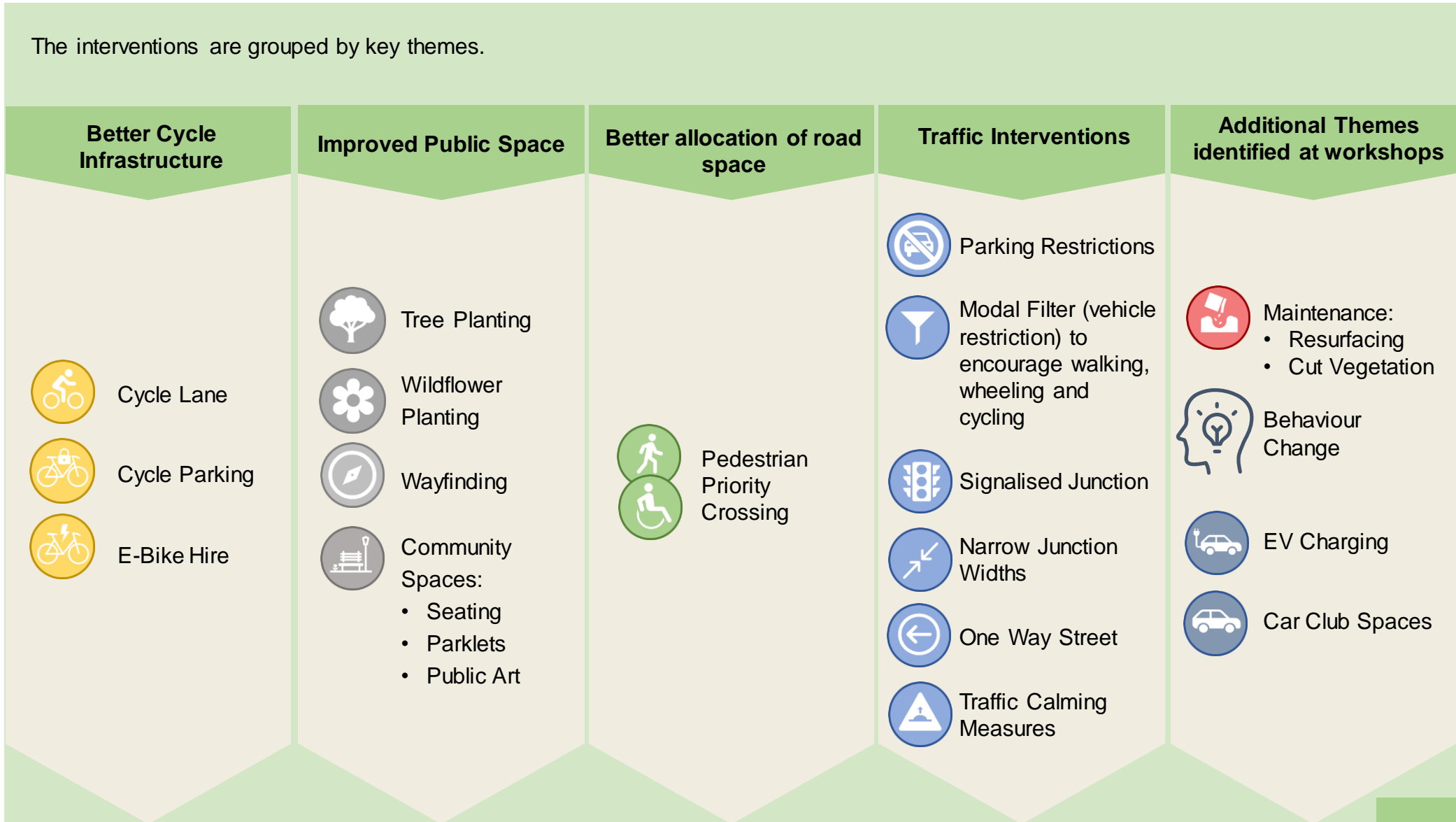
These spaces could also be reallocated with public realm improvements to facilitate social interaction.

There is poor parking during the school run and hospital staff using the area for short stay parking. These vehicles are often double parked or on the footways.

Poor hedge maintenance and upkeep to steps in area restricts people's ability to walk and wheel around the area. This is a big barrier for those wheeling and parents with children.

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

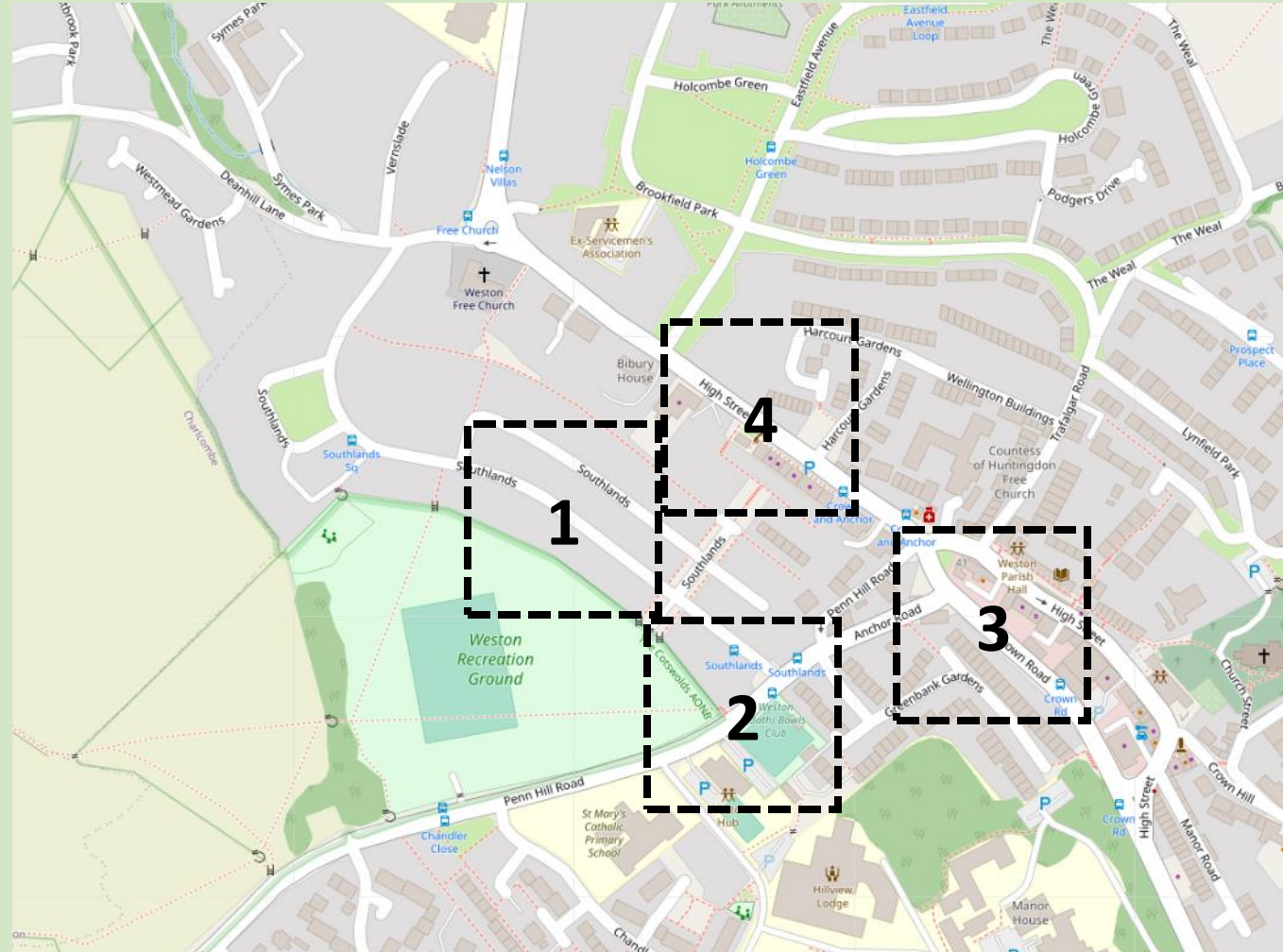
We asked residents attending the workshop to 're-imagine' Southlands, suggesting ways to solve some of the issues identified in the earlier exercises, suggesting ways to make getting around safer and more inclusive for everyone.

Zone 1: Southlands

Zone 2: Penn Hill Road
Junction

Zone 3: Crown Road

Zone 4: The High Street



Zone 1 Southlands

Residents' suggestions to improve cycling opportunities in the area



Secure Bike Parking

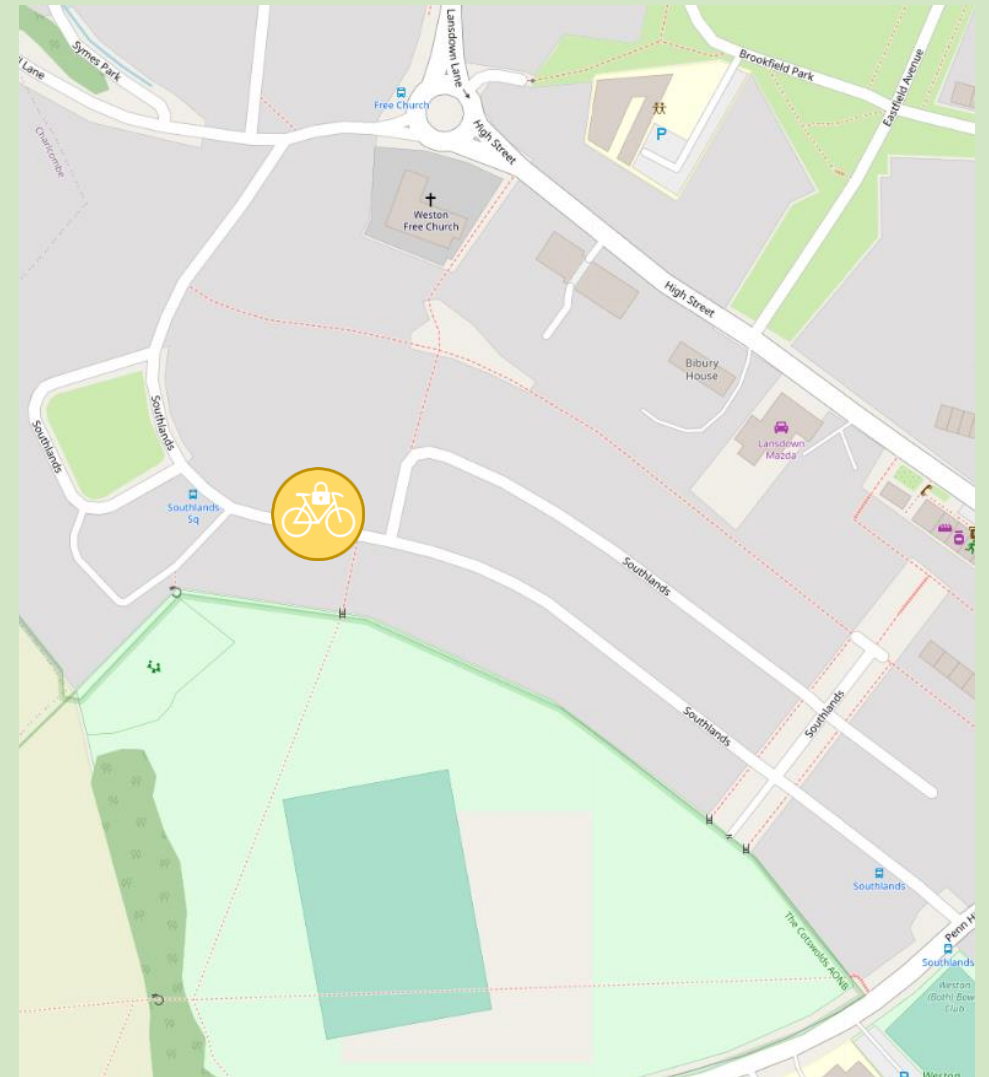
Secure bike parking could encourage active travel modes. Newer E-bikes can be heavy and people do not always have the facilities to store these in their homes. Secure bike storage will provide residents the opportunity to have a safe place to store their bicycles outside of their homes.



Secure Bike storage © Sustrans



Cycle to work scheme would encourage people to invest in a bicycle and travel actively more often.



Zone 1 Southlands

Residents' suggestions to improve the public spaces in the area



Social Spaces and Wayfinding

Installation of benches and parklets will allow more social interaction.



Improved signage and property wayfinding.



Parklets © Lets Talk Enfield



Greenery and Trees

Residents suggested the installation of more native greenery along Southlands to encourage pollinators into the area.



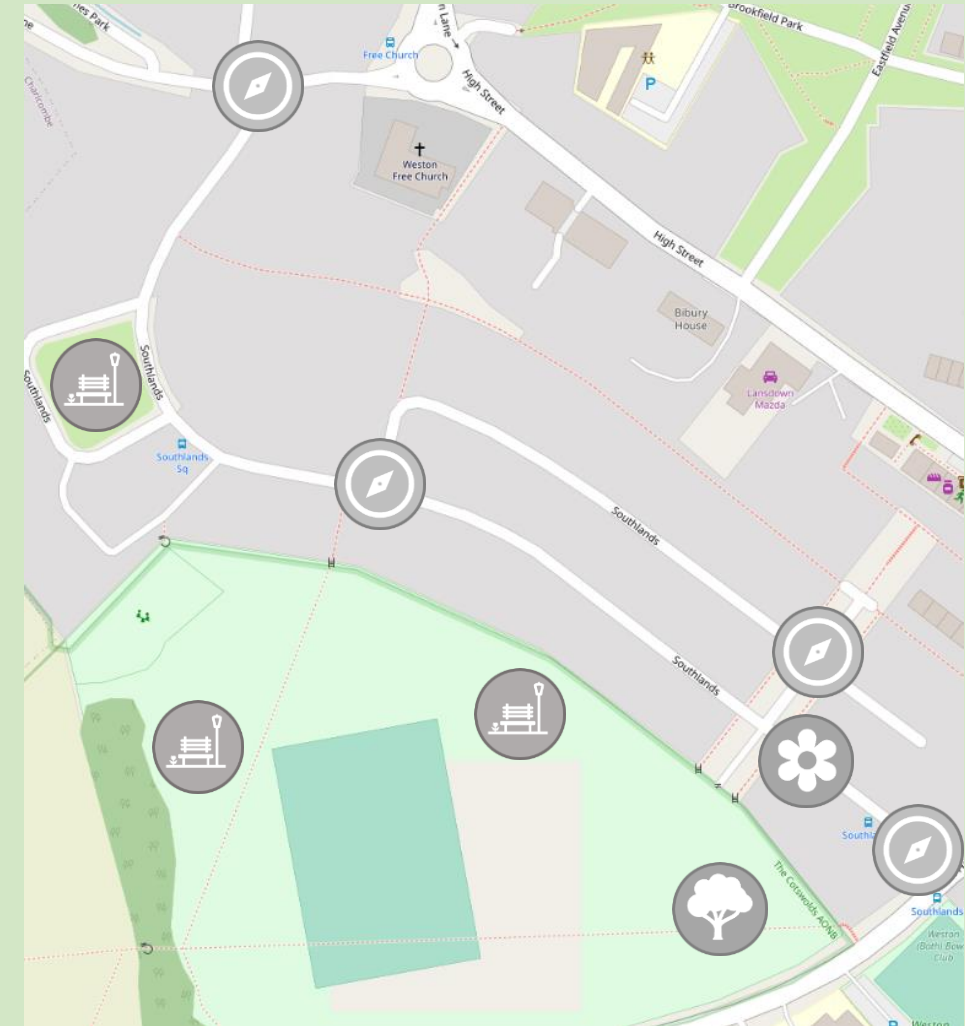
Wildflowers © Wildflowers UK



Addition of trees in the Weston Recreation Ground will provide an additional space for people to use and enjoy.



Consider walking for short journeys.



Zone 1 Southlands

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



Raised Continuous Crossings at Southlands Entrances

New raised continuous crossings positioned along the entrances to Southlands. These installations will reinforce the new changes of pedestrian priority in the highway code as well as slow traffic and improve accessibility for wheel chair users.

Improved Crossing Provisions along Southlands



Provision of new dropped kerbs/ raised crossing points along southlands to improve access for residents.

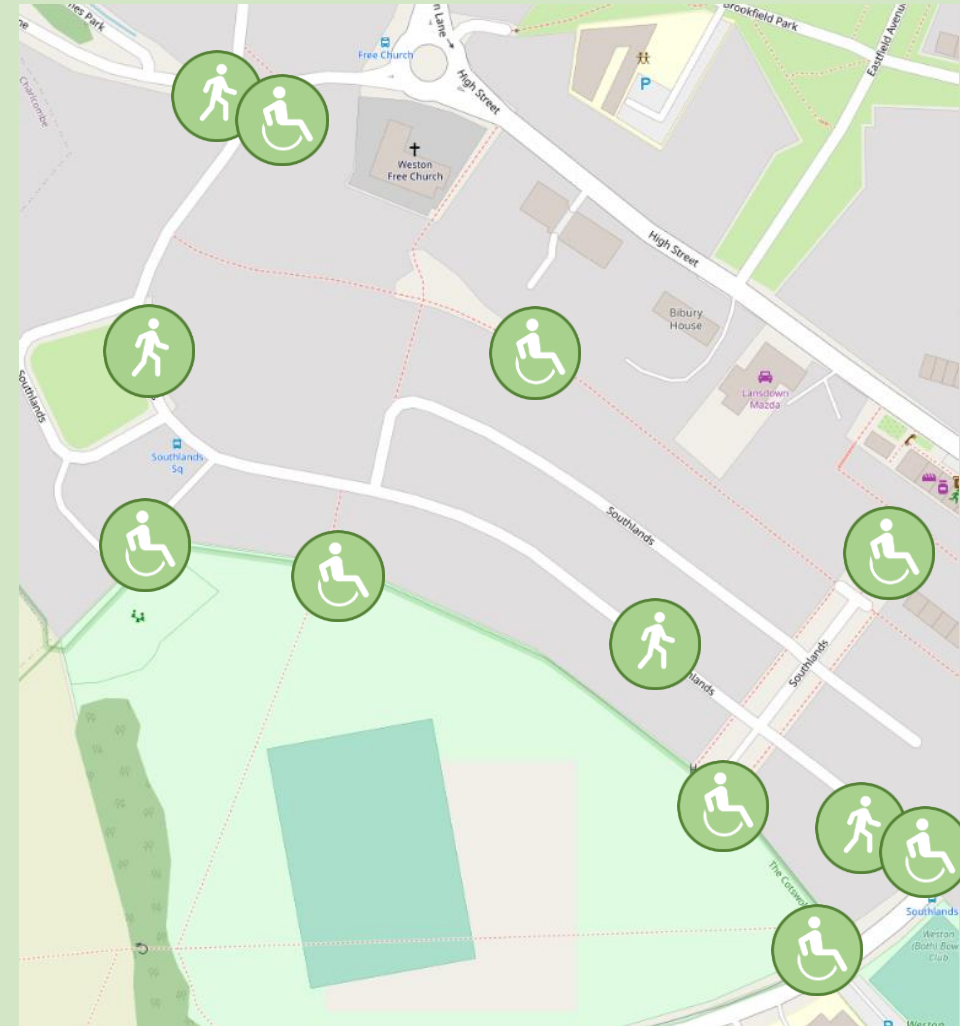
Improved Wheelchair access to the High Street



Investigate solutions to improve wheelchair access down to the Highstreet and other areas to improve accessibility from Southlands to the surrounding areas.



Consider walking for short journeys.



Zone 1 Southlands

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



Raised Continuous Crossings

Proposed installation of raised continuous crossings at entrances to Southlands to act as a traffic calming measure and changes driver behaviour.



Raised continuous crossing, Cardiff © Google Maps 2022

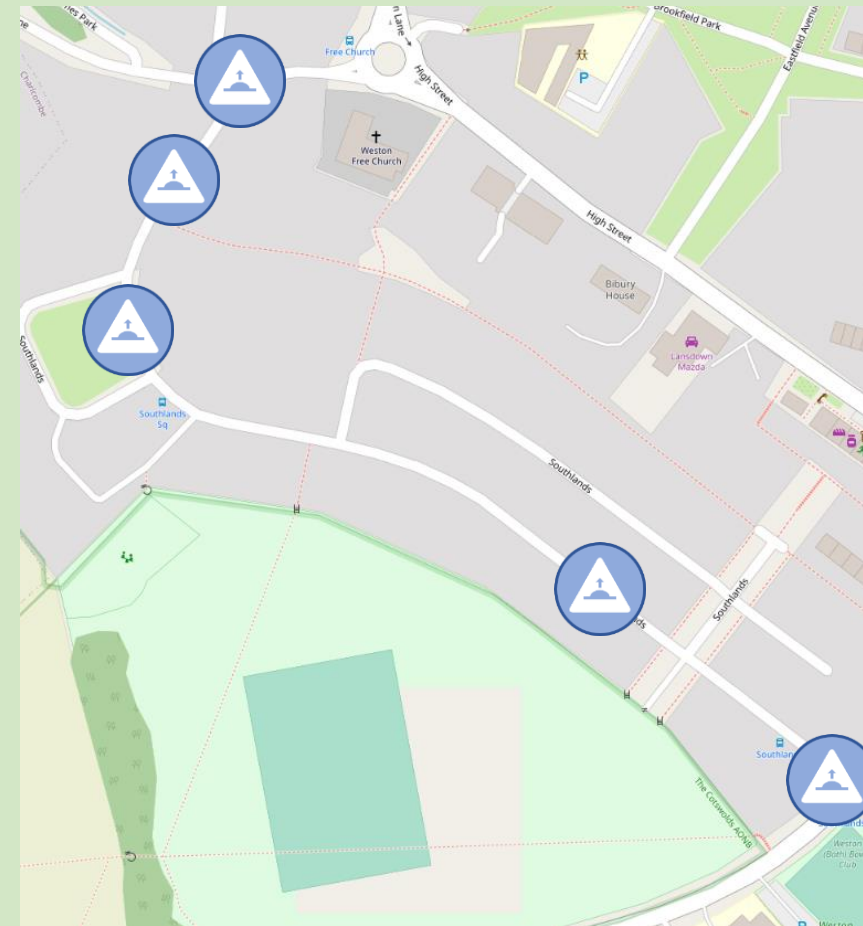


Traffic Calming along Southlands

Installation of traffic calming measures along Southlands will aim to slow speeding through traffic. This will Improve air quality and safety and reduce vehicle speeds.



Southlands © Google Maps 2022



Zone 1 Southlands

Residents' suggestions for maintenance to improve the area

Routes to High Street



Improving the steps and alley ways which connect Southlands to the High Street.

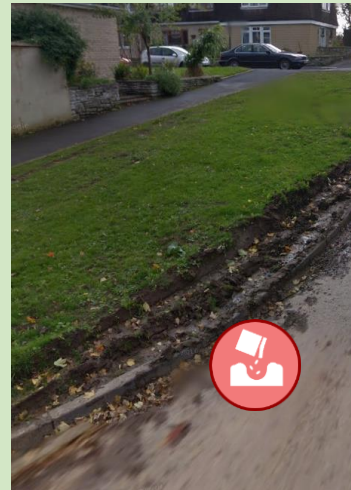
Grass Verges within Southlands



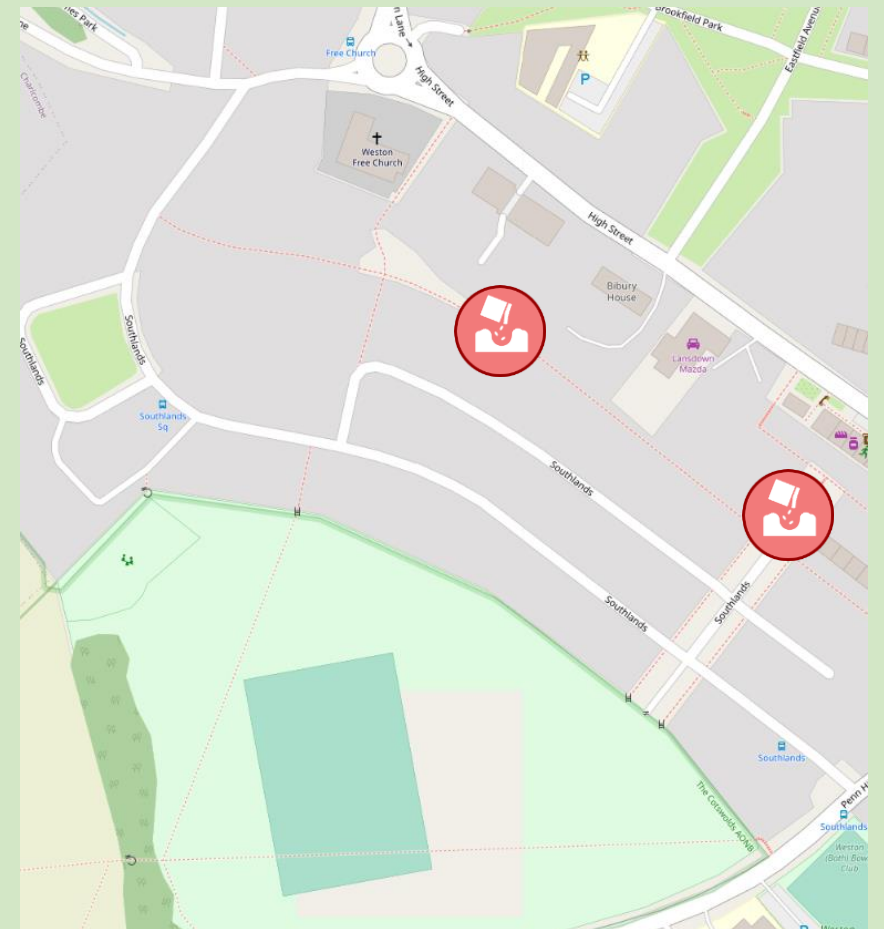
Improvements to grass verges within the area. Vehicles parking on these spaces has ruined the ground. Option to potentially place planters or pants to discourage parking on these green verges.



Steps in Southlands



Southlands
© Google Maps



Zone 1 Southlands

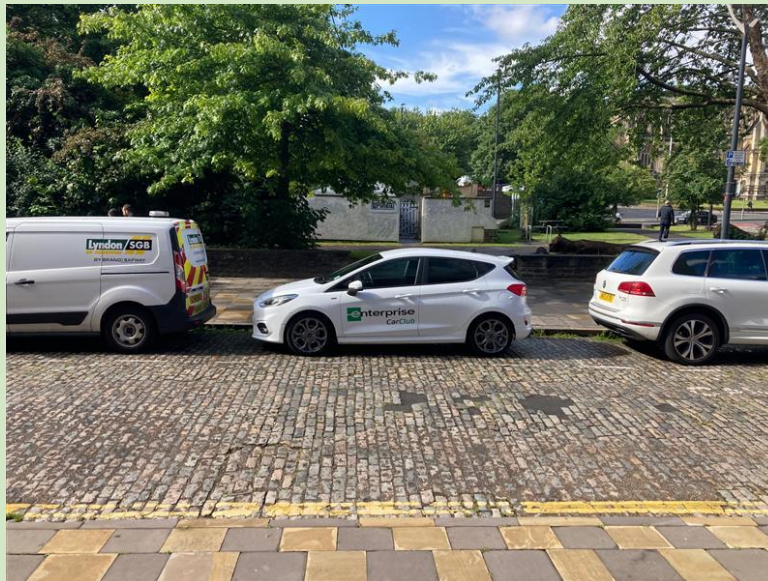
Residents' suggestions for other themes to improve the area

Car Club Spaces



Residents expressed interest in the provision of Car Club spaces within the Southlands area.

This service can be useful for those in the area who do not have access to a vehicle and provides them the opportunity to use the service.



Car Club Space



Zone 2 Penn Hill Road

Residents' suggestions to improve the public spaces in the area

Penn Hill Road Junction with Southlands



Reclaiming of road space at junction entrance to provide a community space and entrance feature into the Southlands area.

This will revitalise the area and provide local residents a space to socialise.

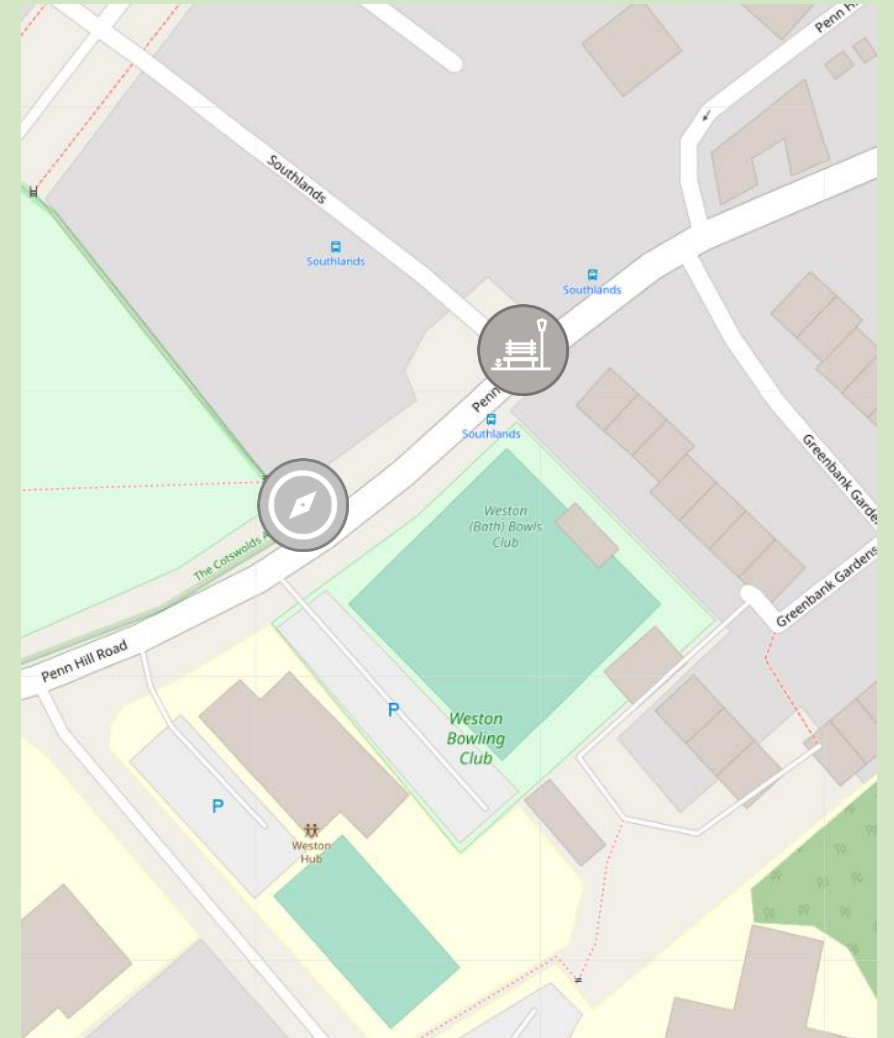
Cotswold Way Signage



Improved signage and wayfinding along the Cotswold Way.



Parklet feature © Forbes



Zone 2 Penn Hill Road

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



Penn Hill Road Crossing

Upgrade of existing unsignalised island crossing along Penn Hill Road to Zebra crossing. This provides a safe crossing for school children walking to St Mary's Primary School.



© Google Maps 2022



Southlands Junction with Penn Hill Road

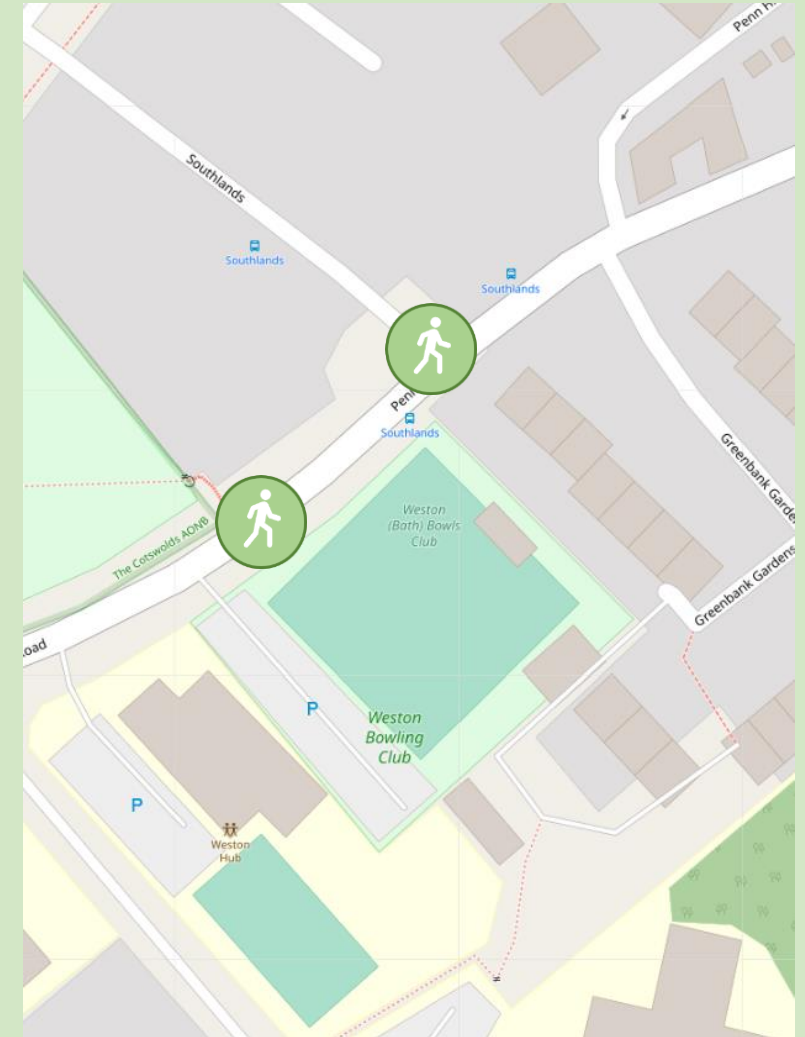
Raised continuous crossing at entrance to Southlands. This will change driver behaviours and provide a more accessible crossing point for people who are walking or wheeling. Additional features will help to improve safety and reclaim the space.



© Google Maps 2022



Consider walking for short journeys.



Zone 2 Penn Hill Road

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

Traffic Calming at Southlands Junction



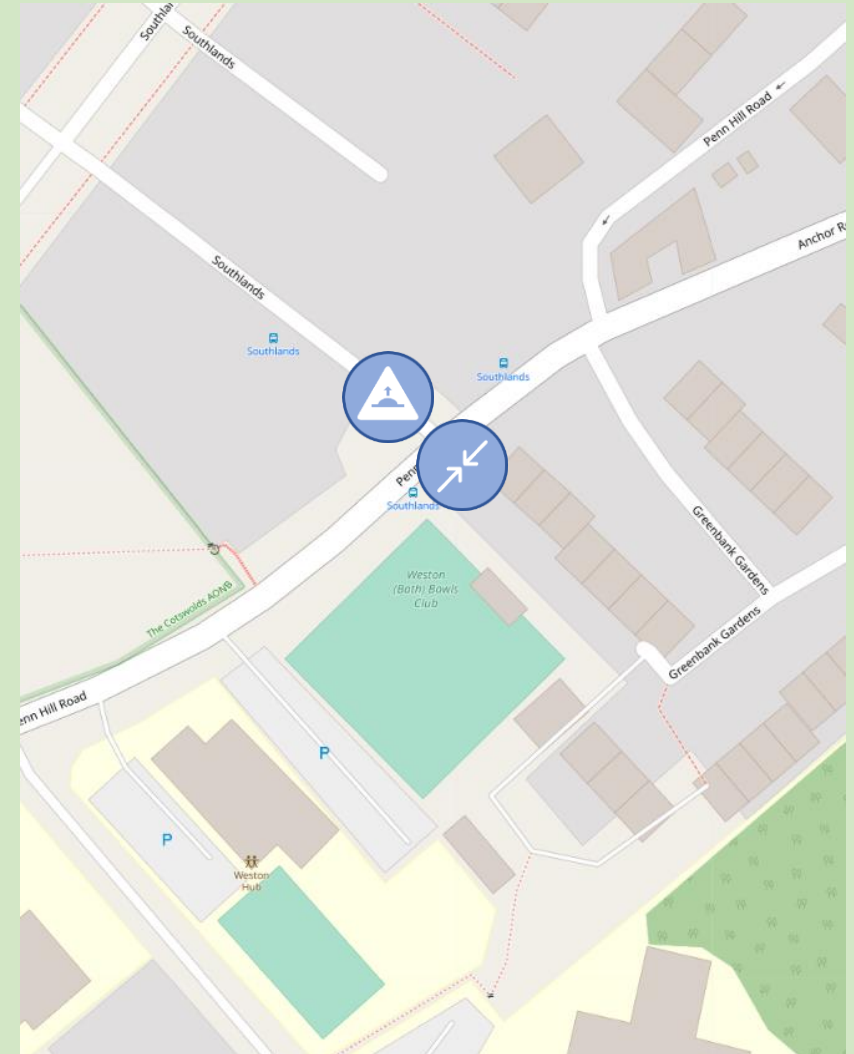
Narrowing of junction will reduce vehicle speeds and reduce crossing distances. Reclaimed space can house public realm improvements.



Raised continuous crossing will act as a traffic calming feature to slow traffic entering Southlands.



Schematic arrangement for junction improvements including parklets and raised continuous crossing



Zone 3 Crown Road

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

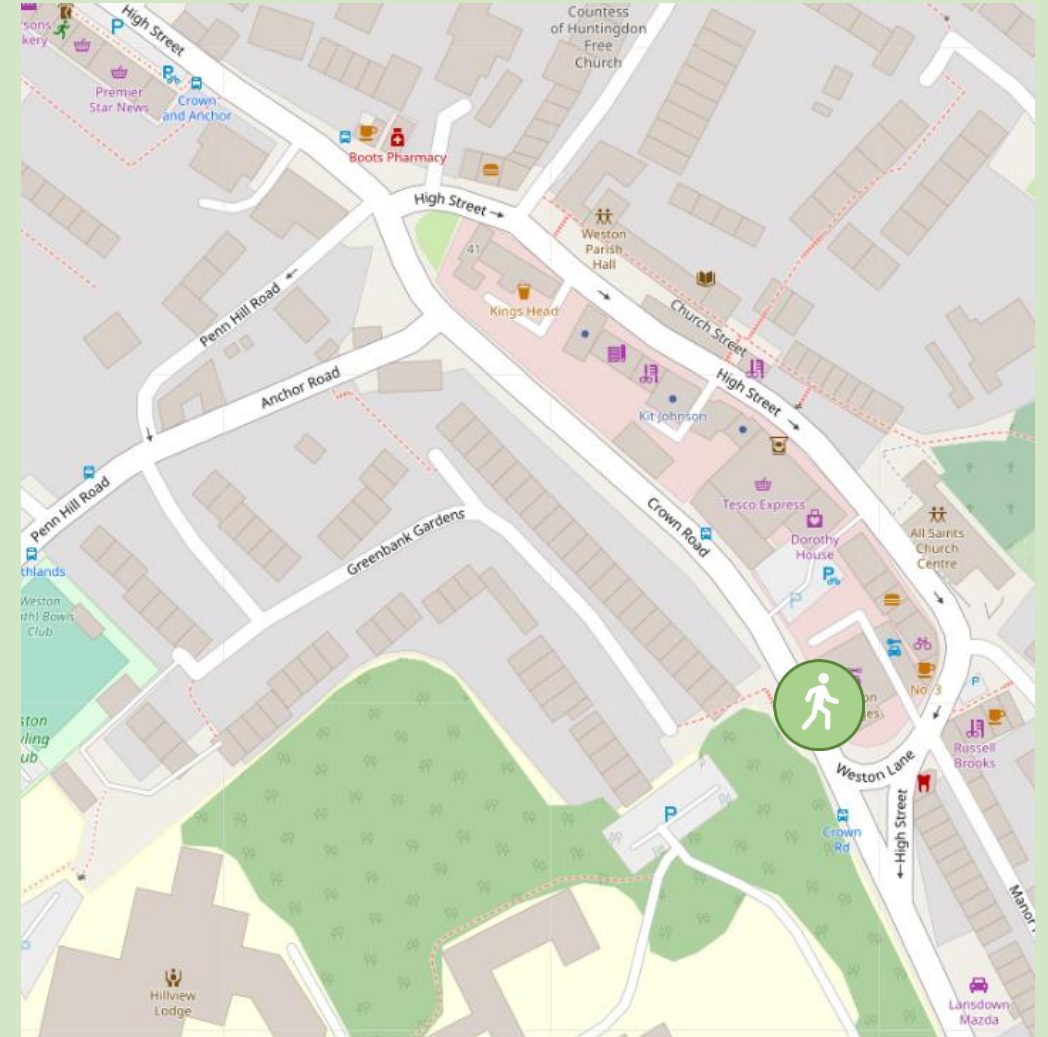
Pedestrian Crossing



Installation of signalised pedestrian crossing along Crown Road. This will improve connectivity and pedestrian safety between Green Bank Gardens and the High Street.



Crown Road © Google Maps 2022



Zone 3 Crown Road

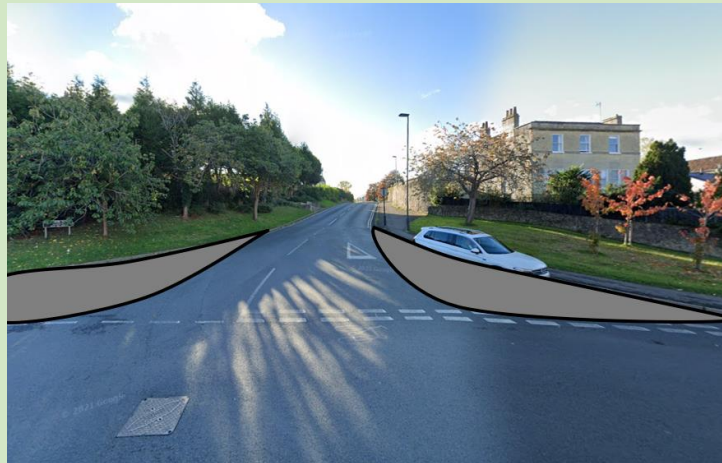
Residents' suggestions to tackle vehicle related issues through various traffic interventions

Anchor Road Junction

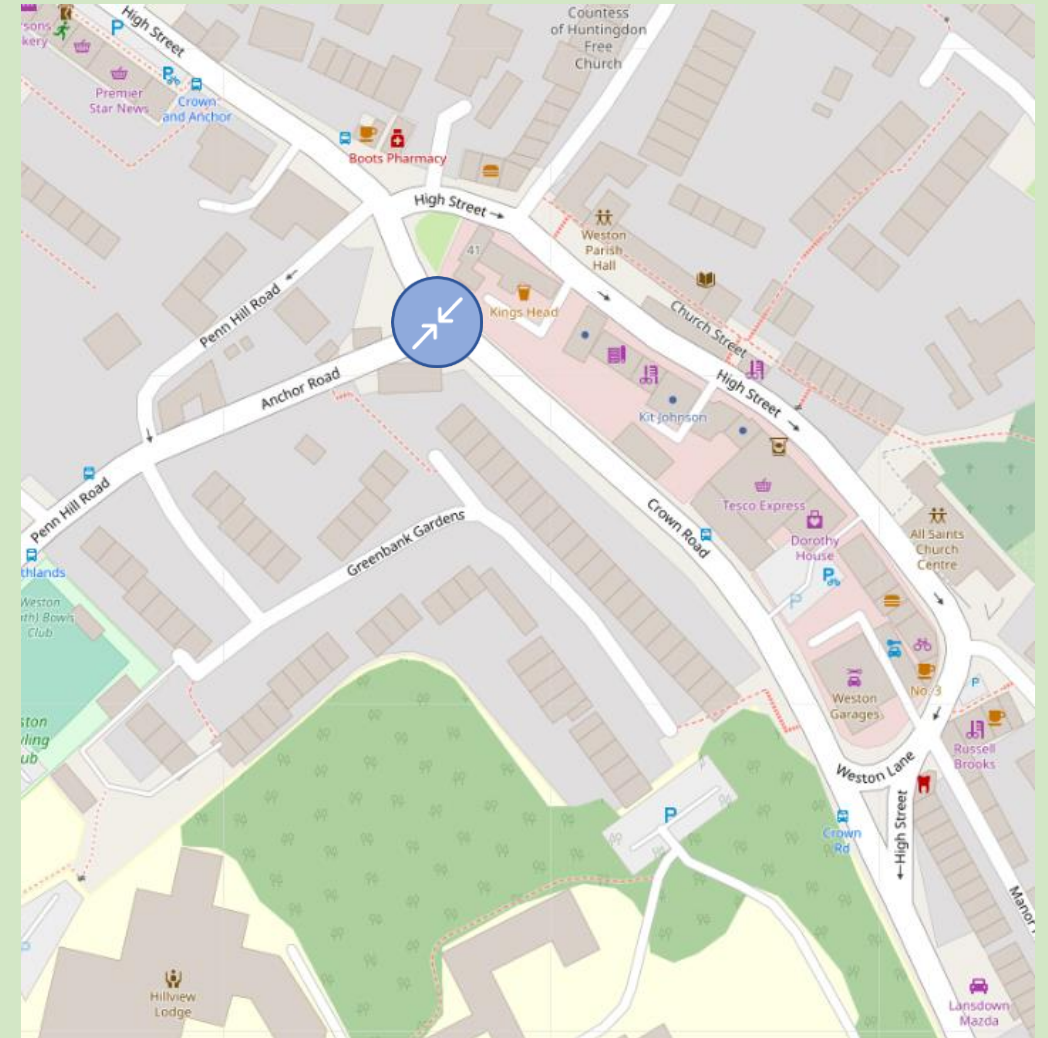


Narrowing the entry to junction to Anchor Road will encourage slower vehicle speeds navigating the junction.

This space can be reclaimed for additional purposes and plants could be introduced in these areas.



Reduction in junction size © Google Maps 2022



Zone 4 High Street

Residents' suggestions to improve cycling opportunities in the area

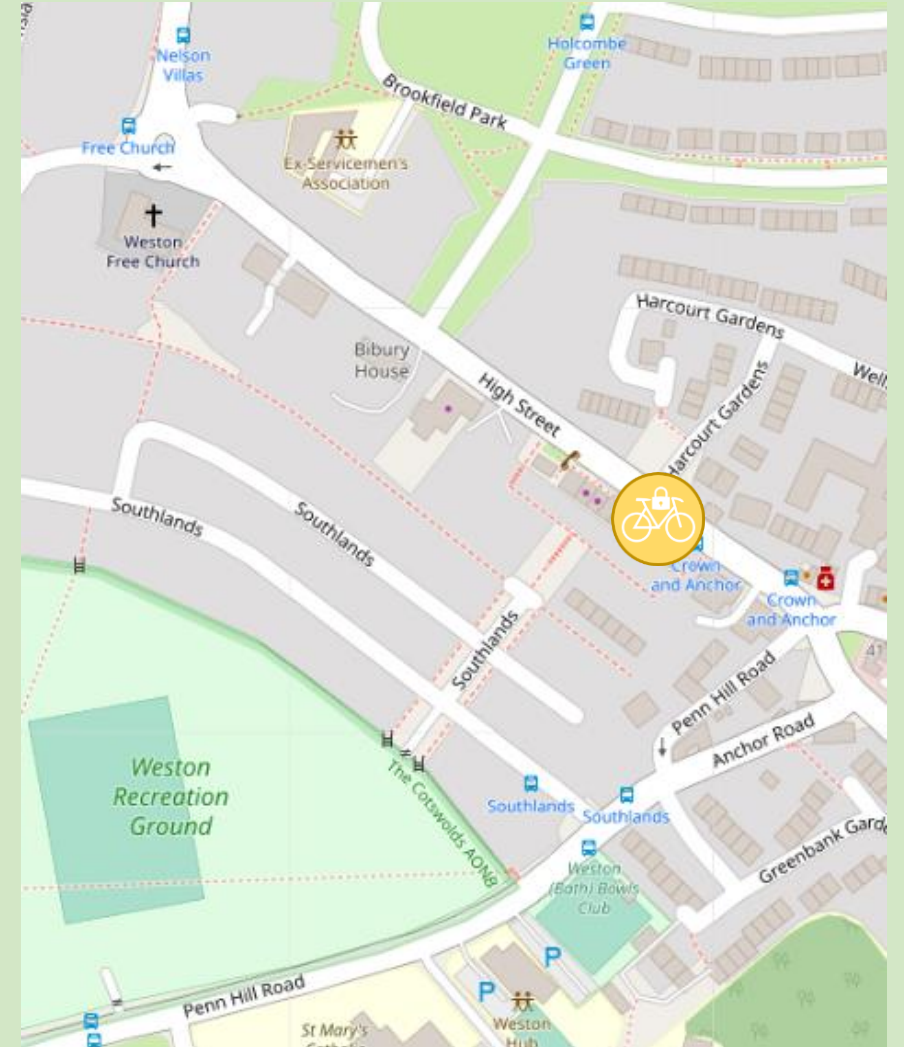
Secure Bike Storage



Provision of secure bike storage near the shops and services will encourage local people to cycle to the area as well as provide a place for residents nearby to store their bicycles.



High Street Shops © Google Maps 2022



Zone 4 High Street

Residents' suggestions to improve the public spaces in the area



Community Spaces

Provision of parklets and benches to use by local businesses and encourage local people to socialise in this area. These features will help to improve the feel of the local space and promote social interaction within the community.



Wayfinding

Wayfinding and signage to clearly mark the Cotswold Way, this will help direct people passing through the area and promote local businesses along the way.



Zone 4 High Street

Residents' suggestions to tackle vehicle related and other themes through various traffic interventions

Parking Ban at Pinch Point



Removal and potential relocation of currently installed parking bays at the north end of the High street will allow two directions of traffic to pass at once. This will aim to ease congestion during peak times and contribute to improved air quality in the area.

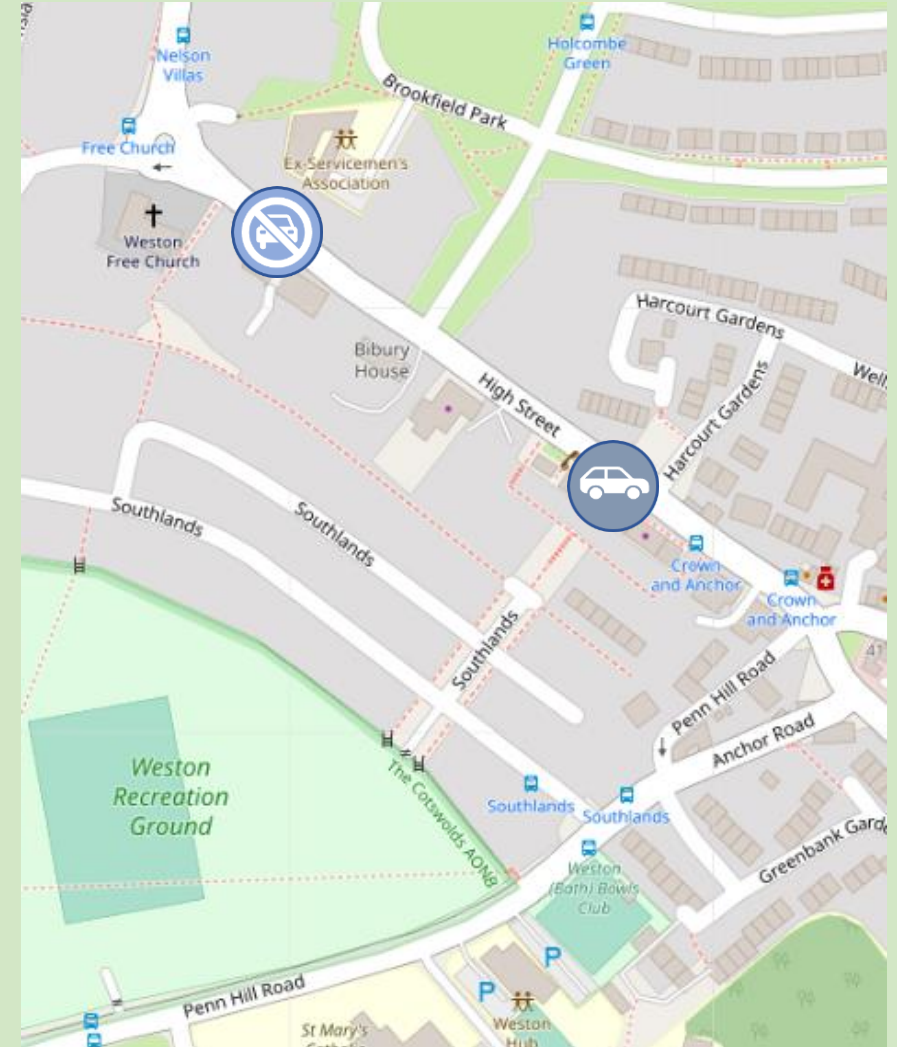
Car Club



Provision of car club space outside of the High Street shops will allow people in the area to use the services.



© Google Maps 2022



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 Southlands 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 Southlands 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 would be subject to further consultation, and in some cases trialled on the street.

We will invite the wider public to share their views and comment on the draft design later in the autumn (2022).

The aim is to deliver a range of measures over a 'now, soon and later' timeframe from 2023.

If you would like to register your interest and be kept up to date on future events, please email LiveableNeighbourhoods@bathnes.gov.uk or speak to a member of staff.

Quality Information

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

Revision History

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

Distribution List

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