

Public engagement report

Tennyson Road and Cork Street through-traffic restriction proposals August 2022

Bath and North East Somerset Council

August 2022

Quality information

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1. Introduction

1.1 Background: Overview of the engagement

In response to community feedback, the council is proposing to introduce a through-traffic restriction on Tennyson Road in Lower Lansdown, Bath, as part of its community-led Liveable Neighbourhoods (LN) programme.

The aim is to tackle anti-social driving on Cork Street and Tennyson Road, which was identified as an issue during ongoing public engagement on the programme. These narrow residential streets are often used by drivers to bypass and avoid queues on surrounding main roads which are designed to take this traffic.

The engagement was on a proposal to trial a through-traffic restriction on Tennyson Road, with temporary planters placed between Westhall Road and Coronation Road, acting as a modal filter to stop vehicles passing through. Vehicle access to homes would be maintained by allowing access from either end of the road, along with adequate turning facilities on either side of the filter (necessitating some loss of parking).

A full summary of the engagement is available online at <https://beta.bathnes.gov.uk/tennyson-road-through-traffic-restriction-proposal>

1.2 Background to the Liveable Neighbourhood programme

Liveable neighbourhoods aim to create healthier, safer outdoor spaces for everyone to share, typically featuring fewer vehicles, better routes for walking, cycling and wheeling, and more pleasant outdoor spaces.

In autumn 2020, the council promoted its strategy for LNs and asked for people's views on transport-related issues in the area. They also invited LN applications from ward councillors, receiving 48 applications. The council then identified 15 areas to progress as a priority, including the Tennyson Road area.

In winter 2021, the council asked residents in these areas for more information, including what they liked about their area, what could be improved, and what measures could have a positive impact on the community.

A total of 1,684 responses were received across the 15 areas, with 104 responses related to the Lower Lansdown and the Circus area (including Tennyson Road and Cork Street). The responses helped the council to identify key themes and issues to be addressed.

A copy of the initial engagement report can be found [here](#):

In spring 2022, the council held 15 co-design workshops (one in each area) to gather a longlist of ideas to be explored. Residents who had previously registered interest in co-designing the LN were invited, and the opportunity was also promoted in the community and online.

At the workshops, residents used large maps of the area, post-its and icons to identify specific interventions that could help address issues raised. All ideas (such as wider pavements, cycle lanes, outdoor seating and through-traffic restrictions) were captured in a co-design output report.

You can read more about the development of an LN for Lower Lansdown and the Circus area (which includes Tennyson Road and Cork Street) at www.bathnes.gov.uk/yourLN, including the co-design output report.

1.2.1 Background to through-traffic restriction proposals

There are four streets, including Tennyson Road, where proposals for through-traffic restrictions have progressed ahead of other measures suggested by residents for the Liveable Neighbourhood areas. This is because of the higher levels of support for through-traffic restrictions voiced by residents on these streets early on in the process, and because temporary trials can be installed relatively easily to test their effectiveness.

At an earlier stage, several options were considered to restrict through-traffic in each location. The options considered for Cork Street and Tennyson Road can be found in **Appendix 1**.

During August 2022, the council held a public engagement on the preferred option for traffic restrictions on Tennyson Road (described below) to gauge support for it in the wider community and before a decision could be made on whether to proceed with a trial.

1.3 Through-traffic restriction public engagement (August 2022)

The council launched this public engagement on 2 August 2022 and ran it for 28 days until 5pm on 30 August 2022.

It provided an engagement web page with full details of the proposal, an online and printed questionnaire, and an in-person engagement event on 23 August 2022, at Weston Methodist Church, Newbridge Hill, BA1 3PW between 4-8pm. The event allowed people to discuss the proposals in more detail with a member of the project team.

A full summary of the engagement is available online at www.bathnes.gov.uk/tennysonroadpilot

The proposal is to trial a through-traffic restriction on Tennyson Road, with temporary planters placed between Westhall Road and Coronation Road, acting as a modal filter to stop vehicles passing through. Residents and visitors with vehicles would still be able to access homes on either side of the restriction using the appropriate route in, but they would not be able to pass through the filter. Turning areas to exit the road would be provided on either side of the filter, which would necessitate some loss of parking.

The proposal aims to stop motorists using Tennyson Road and Cork Street to 'queue-jump' traffic at peak times, effectively avoiding queues at the A4 Upper Bristol Road/Park Lane junction. It would improve the safety and environment on Cork Street and Tennyson Road, which are both narrow residential streets.

To ensure an unbiased interpretation of the responses received, AECOM was appointed to carry out the following tasks:

- Thematic coding and analysis of open-ended questions;
- Analysis of the closed question;
- Cleaning and analysis of postcode data provided; and
- Mapping of respondent location.

This report outlines the results of this engagement which will inform a decision by the council on whether to trial the proposal under an Experimental Traffic Restriction Order (ETRO) in autumn 2022.

1.4 The questionnaire

The council designed and hosted the questionnaire at www.bathnes.gov.uk/tennysonroadpilot. A paper edition was available at events and on request.

The questionnaire enabled respondents to state their level of support for a trial to restrict through-traffic with a set of temporary planters and the opportunity to explain any reasons they have for their point of view.

1.4.1 Format of report

Following this introduction:

- Chapter 2: describes the methodology used;
- Chapter 3: details the key findings to option 1 of the engagement; and
- Chapter 4: describes the key findings to option 2 of the engagement

2. Methodology

2.1 Receiving responses

Almost all responses were received via the online questionnaire. 4 respondents returned hard copy versions of the questionnaire.

2.2 Thematic coding

All free-text responses were grouped into themes to allow meaningful analysis.

Throughout the report, quotes from the free text responses have been used to illustrate the points raised. Quotes have been selected to best show the essence of what was said for each theme. For ease of reading, any clear and obvious typos or spelling errors have been corrected.

2.3 Analysis and reporting

The engagement was open to all and, therefore, respondents were self-selecting. This, coupled with the fact respondents could choose which of the questions they answered, means the results and responses should be viewed as indicative rather than representative. The profile of respondents is detailed in the next section.

Because respondents were not obliged to answer all questions in the questionnaire, the counts shown only include those that responded to each question. The number of people who answered each question is shown as “n=”. Tables in this report are further split based on:

- All respondents
- Respondents who are a resident on the affected road
- Respondents who live elsewhere

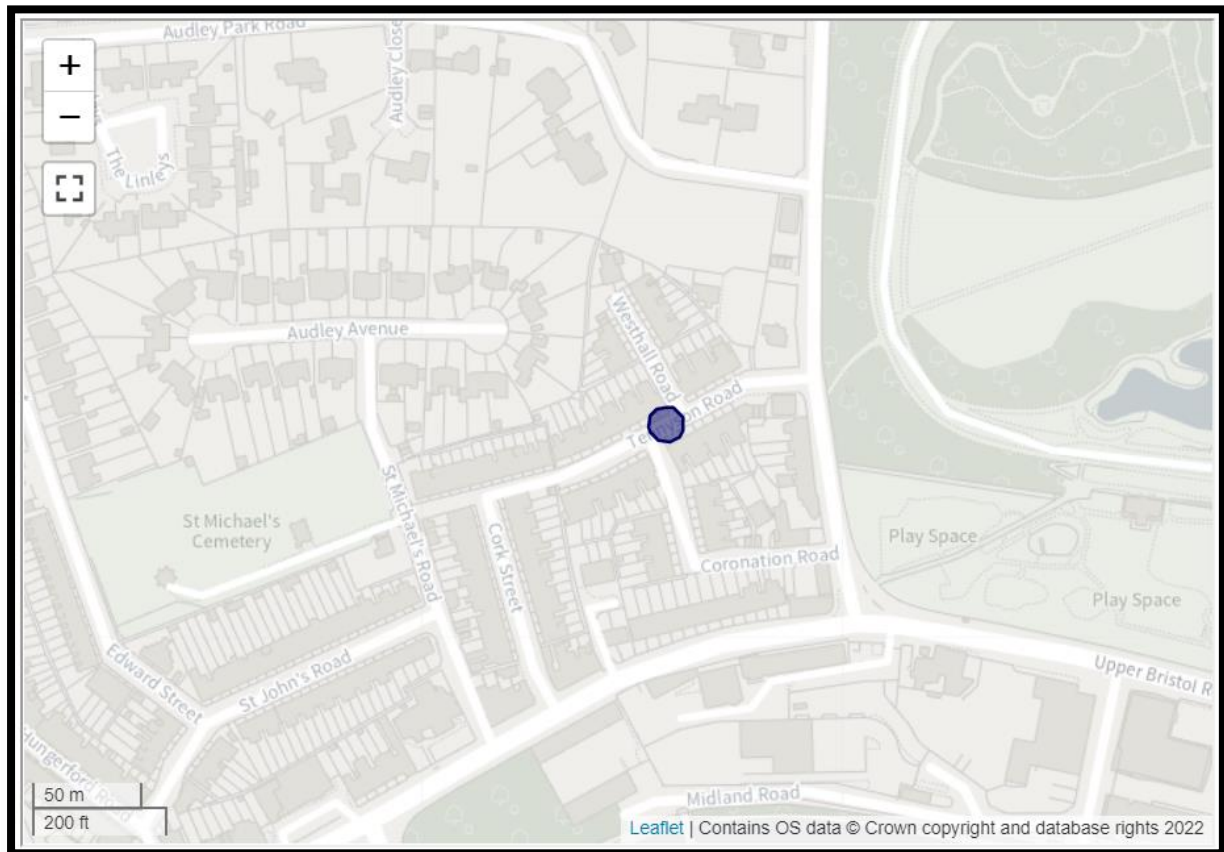
Hard copy respondents were not asked where they live, these respondents are only shown in the “All Respondents” column.

Due to the low number of responses statistical significance testing was not possible and all figures mentioned in this report are counts (n).

2.4 Response

2.4.1 Respondent location

In total, there were 104 responses to the engagement on the proposed modal filter to be placed between Westhall Road and Coronation Road on Tennyson Road.



- 43 responses were from residents of Tennyson Road; and
- 61 responses were from respondents who live elsewhere.

3. Analysis – Tennyson Road

3.1 Level of Support

Respondents were asked if they support the proposed modal filter on Tennyson Road between Westhall Road and Coronation Road. 46 out of 104 people who responded to the questionnaire either supported or partially supported it (just over two fifths). 58 out of 104 people who responded objected to the proposals. Out of the 43 respondents who stated they live in the area, 15 supported/partially supported it and 28 opposed it. Out of the 61 who live elsewhere, 31 supported/partially supported it and 30 opposed it. The responses are shown in **Table 1** below by residential location.

Table 1: Do you support the proposed modal filter on Tennyson Road, between Westhall Road and Coronation Road?

	Live on the road affected	Live elsewhere	All respondents
I support the proposals	8	19	27
I partially support the proposals	7	12	19
I object to the proposals	28	30	58
Base	43	61	104

3.2 Open ended comments

3.2.1 Objections to the proposal

In total, 70 respondents made a comment containing a negative opinion of the proposals. The most common issues raised by respondents are shown in **Table 2**.

Table 2: Count of comments objecting the proposals by respondent location

	Live on the road affected	Live elsewhere	All respondents
Will reduce parking spaces available	30	18	48
Will negatively impact residents	21	7	28
Will displace traffic / parking to other roads	10	12	22
Disagree that it's a rat run	7	4	11
It will cause an issue for vehicles turning	6	5	11
Will bring no benefit / Not needed	5	5	10
Will reduce access for Emergency vehicles	3	7	10
It will cause confusion for future visitors and delivery drivers	3	4	7
Not the right solution to address rat running	4	2	6
Would prefer another solution (no suggestion given)	2	2	4
Will increase congestion on neighbouring roads	1	1	2
Increases pollution in the area	1	1	2
Would force users to take a more hazardous route	0	1	1
General oppose	0	2	2
Base	35	34	70

The most common comments were that the proposals would reduce parking availability in the area (n=48) and that the proposal would negatively impact residents (n=28). Both comments were mainly, but not exclusively, given by residents of Tennyson Road.

“Whilst I support some measure of traffic restriction on Tennyson Road, I feel this is too extreme. Removal of what appears to be about 10 or 11 parking spaces will create parking problems for all the residents, there is already considerable pressure on parking because of non-residents taking chances and parking here, plus evening parking for the tennis club etc..” (Object, Live on affected road)

“Parking is already a challenge for all residents of Zone 12. The proposed design requires the removal of more than 24 metres of parking capacity. The removal of any parking capacity in these streets will cause considerable disruption to the neighbourhood, far worse than the inconvenience of the through-traffic.” (Object, Live on affected road)

22 people commented that the scheme would displace traffic and parking onto neighbouring streets, just over half of those that made this statement did not live on Tennyson Road.

“I’m extremely concerned about the knock-on effect on parking for Westhall Road residents. Looking at the design the proposal will take out somewhere between 8-14 parking places on Tennyson Road and the Tennyson Road end of Westhall Road. There are already Tennyson Road residents who park on Westhall Road - at times leaving insufficient parking for Westhall Road residents - and this will only increase because of the proposal.” (Partially Support, Resident on neighbouring street)

“I am a resident of Westhall Road and believe this proposal will negatively impact the residents of Westhall Road, Tennyson Road and Coronation Road. Even with residents permits parking is always at a premium; thus proposal and loss of parking spaces would make the matter even worse.”

“I live in Coronation Road and the proposal will divert more traffic past my house. Parking in this area is already limited and the loss of parking spaces will have a huge impact.” (Object, Resident on neighbouring street)

11 respondents disagreed that Tennyson Road is used as a rat run and that traffic cutting through is not a problem.

“...traffic using Tennyson Road, Cork Terrace as a shortcut hasn’t presented a problem. In fact, most people walk in the road because it is quiet. We would also lose parking spaces which are a premium in this area.” (Object, Live on affected road)

“Hardly used as a through road, mostly residents and deliveries, and just looks like creating very pointless diversions for absolutely no benefit.” (Object, Resident on neighbouring street)

11 respondents commented that this modal filter would cause an issue for vehicles turning on the road, 10 respondents said that this proposal would bring no benefit and was not needed and a further 10 respondents felt that it would reduce access for emergency service vehicles.

Small numbers of respondents made comments regarding the effects the modal filters will have on neighbouring roads and those using these roads, respondents also felt it was not the

right solution and would like to see an alternative solution to address the issue, although they did not express what that would be. Some respondents also showed concern about air quality in the area.

3.2.2 Supporting the proposal

Overall, 36 respondents made a supporting comment about the proposals. **Table 3** shows the most frequently given comments that would support the business case for the proposal.

Table 3: Count of comments supporting the proposals by respondent location

	Live on the road affected	Live elsewhere	All respondents
Stops rat running	7	13	20
Improves road safety	6	3	9
Improves pedestrian safety	2	3	5
Encourages reduced car use	2	3	5
Improves safety for cyclists	0	4	4
Positively impact residents (less noise etc)	0	4	4
Improves journey if walking / cycling	1	2	3
General support	1	0	1
Base	12	24	36

20 respondents felt that the proposal would stop rat running on the affected road. This was the statement most often said by both residents on the street and those who live elsewhere.

“...cars frequently drive far too quickly along the surrounding streets, often assuming our road is a cut through to St Michaels Road (it is in fact a dead end). We would welcome the new measures.” (Support, Resident on a neighbouring street)

“It makes no sense that this road is used as a rat-run; this proposal will stop it happening” (Support, Live elsewhere)

“The proposal would stop the through traffic and make the street safer” (Support, Live on affected road)

9 respondents felt the proposals would improve road safety, with a further four respondents specifically mentioning that it would improve cyclist safety and five singling out how it would improve pedestrian safety.

“This proposal will improve residential amenity, road safety and stop rat running” (Support, Live elsewhere)

“The current 'short cut' traffic goes down the road at an unsafe speed and has damaged our car and other residents' cars. The proposal would stop the through traffic and make the street safer.” (Support, Live on affected road)

“It’s frightening to move along Tennyson Road on the way to the park. It penalises children being able to walk to the park independently as cars drive far too quickly. As a cyclist I feel safer on the pavement walking as frequently I encounter very fast delivery vans.” (Support, Resident on a neighbouring street)

“It will provide a safer, quieter environment for residents and pedestrians and cyclists.” (Support, Resident on a neighbouring street)

5 respondents felt that the proposal was positive and would encourage reduced car use while a further 4 felt the proposal would have a positive impact on local residents.

“Important and timely, actions like these taken to combat dominance of motor traffic over community, active travel and air quality are badly needed” (Support, Live Elsewhere)

“It will make life better for residents.” (Support, Resident on a neighbouring street)

“This will make the street nicer for people passing through by foot or cycle, and for local residents.” (Support, Live Elsewhere)

3.2.3 Suggested changes

In the comments provided, 36 respondents also suggested changes to the proposal which they would like to see included or as an alternative.

Table 4: Count of comments with suggestions for changes to the proposals

	Live on the road affected	Live elsewhere	All respondents
Use other methods instead of / alongside (speed bumps / improved signage)	7	10	17
Tackle poor parking	2	2	4
I would be better putting a traffic restriction at the bottom of Tennyson Road where it joins cork terrace	2	1	3
Ensure that emergency vehicles would have access	2	1	3
This would benefit from being one way (Tennyson to Cork St)	0	2	3
Re-consider the placement to before junction of Cork Street and Tennyson Road	1	2	3
Query on practicality of scheme	0	3	3
A weight / size restriction or a residents only zone would be a better solution to this problem	1	1	2
Disagree with reasons given in proposal	0	2	2
Make it a no through road at the narrowest part	0	1	1
Use removable bollards not planters	1	0	1
Placed in the wrong part of the road	0	1	1
Needs more monitoring before / after implementation	0	1	1

Previous traffic calming measures have resulted in the road being a rat run	0	1	1
Comment on RPZ being introduced at the same time	1	0	1
Base	15	20	36

17 respondents suggested the use other methods instead of / alongside the proposal, including speed bumps and improved signage.

“The planned road changes will not resolve the problem instead cars will use Coronation Road as the new cut through. I am massively not in support of this proposal and suggest looking at an alternative. Speed bumps and more signage” (Don’t support, Live on neighbouring street)

“I would prefer the solution to be more highly visible signage stating that it is a '20mph No Through Road for Residents Only' at the entrances to both Cork St & Tennyson Rd. More regular visits from traffic wardens should also be considered.” (Object, Live on affected road)

“Why not put the no through traffic signs up, and police it with a camera like you do on bus lanes? Any car that hasn't registered a residents / visitors parking permit on the affected streets will get fined and won't do it again.” (Object, Live on affected road)

6 respondents suggested that the proposed placement of the modal filter was in the wrong location and suggested other areas where it would be better positioned along the road.

“Blocking the road is a good idea. However, the block is in the wrong place. It will increase traffic along Coronation Road, Cork Terrace & Cork St. (Satnav’s and Google maps will direct traffic that way). The block needs to be at one end of Cork Terrace.” (Partially Support, Live on neighbouring street)

“I think it would be better putting a traffic restriction at the bottom of Tennyson Road where it joins Cork Terrace. This will allow residents to park in front of their own houses and allow emergency vehicles and waste vehicles to access according without trying to fight with the narrow road.” (Partially Support, Live on neighbouring street)

4 respondents felt that tackling parking issues in the area was important.

“...we still get too many cars parked illegally in our road during restricted times, maybe your wardens should make more and frequent visits” (Object, Live on affected road)

4. Designers Response

4.1 Response to suggested changes

Below is a list of concerns or suggested amendments requested by residents to be made to the proposed scheme.

Please note that where there are suggestions for other initiatives to address additional issues, there is potential for them to be addressed in other schemes in future, or through the wider Liveable Neighbourhood programme for Lower Lansdown and the Circus area. See www.bathnes.gov.uk/yourLN

4.1.1 Other interventions

Several residents suggested the use of other methods instead of / alongside the modal filters such as speed bumps / improved signage.

The scheme aims to restrict through traffic along Cork Street and Tennyson Road. While speed bumps slow traffic down, they will not reduce traffic running through Tennyson Road and Cork Street, which was the problem identified in the original application.

4.1.2 Poor parking

There were concerns to address the poor parking in the area.

We acknowledge that pavement parking is an issue in the area, however this will not stop traffic running through Tennyson Road and Cork Street, which was the problem identified in the original application.

4.1.3 Traffic restrictions

Some residents would like to see better traffic restrictions such as weight/size restrictions or a resident only zone.

A residents-only zone is challenging to enforce. There would be issues with people visiting the friends and relatives or the church, making it difficult to enforce a residents-only zone. The modal filter would still allow visitor traffic to the area but stop through traffic. A weight/size restriction will not stop traffic running through Tennyson Road and Cork Street, which was the problem identified in the original application.

4.1.4 One way street

There were suggestions to introduce a one-way section from Park Lane, along Tennyson Road to Cork Street

This would stop through-traffic in one direction but would not stop traffic in the other direction running through Tennyson Road and Cork Street, which was the problem identified in the original application.

4.1.5 Placement of modal filter

There was a suggestion to reconsider the location of the modal filter.

The proposed location of the modal filter is the most suitable position to provide adequate space for all vehicles to make a three-point turn if required, including refuse and emergency service vehicles.

4.1.6 Monitoring of the scheme

There was a concern that the scheme needs more monitoring before and after.

Traffic counts and monitoring would be ongoing. The scheme proposed is an experimental TRO which means that the scheme would be trialled and monitored against baseline data (collected for all 4 proposed areas in October 2022), before being implemented permanently or removed if unsuccessful.

4.1.7 Type of modal filter

There were several comments concerning access for the emergency vehicles through the proposed planters.

Different types of modal filters were considered. It was decided that planters would be more suitable in this location whilst still allowing space for emergency vehicle to manoeuvre.

**Appendix 1 – Concept Design Report for Through
Traffic Restriction Proposal (Tennyson Road), July
2022**

Area 07 - Concept design
report for through-traffic
restriction proposal,
Tennyson Road and Cork Street
July 2022

Pilot Scheme

Bath and North East Somerset

21st July 2022

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1 Introduction

This report has been prepared on behalf of Bath and North East Somerset Council (B&NES) as part of the Liveable Neighbourhoods (LN) programme. The programme aims to improve streets and neighbourhoods across Bath and North East Somerset through a combination of temporary, permanent, and behavioural change interventions. The interventions will help reduce vehicular traffic in residential streets, opening them up for the communities to enjoy and encouraging people to explore their neighbourhoods by way of walking, cycling, and wheeling.

The purpose of this report is to outline the current context around Cork Street and Tennyson Road, aimed at removing the through traffic issue identified in the original application. This document provides:

- The details on the current situation within the areas of Tennyson Road and Cork Street, (Section 2.1)
- A summary of the outputs of the public consultations carried out in October 2020 (Section 2.1.1)
- The key issues and ambitions for the areas identified by the public consultation and by B&NES (Section 2.4)
- Descriptions of the solutions identified by AECOM to address said issues to meet the ambitions (Sections 3.1)
- The outstanding information needed to develop, implement, and monitor the scheme (Sections 3.1.8)

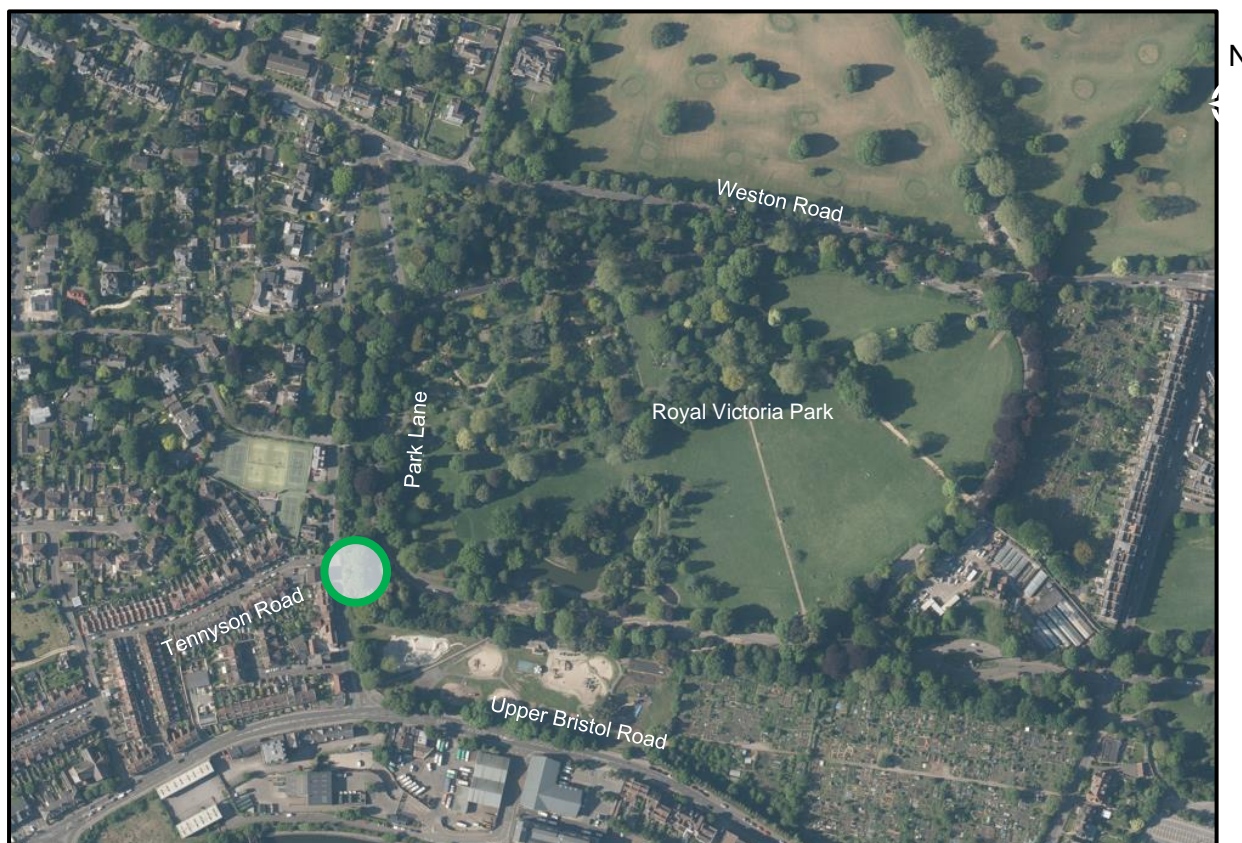
Feedback collected to date has been obtained through the original Liveable Neighbourhood application and the recent public engagement phase, which took place in December 2021. This has provided the Project Team with a better understanding of the issues facing the local community, and this report outlines potential interventions that would deliver improvements through a combination of temporary and permanent measures. The proposed interventions are described in Section 3.1 of this report. Some additional data and information may be required to support the design process, provide confirmation of the identified problems, and support ongoing monitoring post implementation.

2 Background of Area

2.1 Description of area

The scheme area is located within Tennyson Road and Cork Street. Tennyson Road is a residential area which is bordered by Park Lane and Upper Bristol Road. Tennyson Road is a two-way residential street which adjoins Park Lane that runs on the western edge of RVP. The road is subject to a 20-mph speed limit and features on street parking for permit holders only. The carriageway space along the road allows for one-way vehicular access in either direction. There are anecdotal reports of through traffic from commuters through this residential area during the AM and PM peaks.

Figure 1: Overview of Area



2.1.1 Heritage and Conservation Implications

Tennyson Street is part of a conservation area and located within a World Heritage Site Boundary.

2.2 Current Challenges

Several issues have been raised throughout the engagement process:

1. Streets reported as being used as a through route to avoid queueing along the A4
2. Feedback following public consultation carried out in October 2020 reported that during peak hours, queues are likely along Park Lane and the A4, Upper Bristol Road. Tennyson Road and Cork Street are frequently used by vehicles to avoid queuing. Existing traffic route shown in Figure 2, below.

Figure 2: c



3. Restricted carriageway width for two-way traffic.
4. The carriageway widths along Tennyson Road and Cork Street are narrow. Although these streets allow for two-way traffic, with cars parked on both sides of the road, the varying carriageway widths can be as narrow as 3.5m where the Manual for Streets guidance recommends a minimum width of 5.5m, as shown in Figure 3

Figure 3: Restricted carriageway width along Tennyson Road and Tennyson Terrace



5. Poor existing pedestrian provision as a result of footways lost to pavement parking
6. The existing footway along Tennyson Road and Cork Street is less than the recommended 2m width. Vehicles park on both sides of the road, usually partially obstructing the footway by parking on the pavement, making the current situation for pedestrians poor.

2.3 Potential for Improvement

There is currently potential to introduce measures to prevent motorised through traffic passing through this area of Tennyson Road by means of a physical intervention, i.e., a modal filter. Removing through access along Tennyson Road and Cork Street will stop non-residents using the area inappropriately. The reduction in vehicles using these roads should provide pedestrians and cyclists with a safer environment to navigate and allow for opportunities to revitalise the local area and create space for pedestrians.

2.4 Community Steer

Cork Street and Tennyson Road was one of the original 48 applications submitted to Bath and North East Somerset Council, as part of the initial review on Liveable Neighbourhoods, and was shortlisted as one of the first fifteen areas to be taken forward as part of Phase 1. As part of the original application, the initial request was for the *'introduction of measures to prevent rat running through Cork Street and Tennyson Road to access Upper Bristol Road and restrict access to Royal Victoria Park via Park Lane and Weston Road, to those cycling and walking'*.

As part of the Liveable Neighbourhoods programme, AECOM and B&NES Council carried out public engagement in December 2021, which identified a series of themes across the 15 areas and the engagement report 2021-22 produced by AECOM on behalf of B&NES is referred to below (Please refer to Section 5.5 in the report for further detail).

1. Introduce measures to prevent motorised through traffic from using Cork Street and Tennyson Road to access Upper Bristol Road in order to avoid traffic.
2. Improve the pedestrian and cycling situation along Tennyson Road and Cork Street.
3. Bath and North East Somerset Council support a modal filter on Tennyson Road, between Westhall Road and Coronation Road.

Figure 4 and Figure 5 highlight the connection to the area and overall sentiment for interventions to be installed. The response was predominantly from residents and only 8% were against any interventions going in.

Figure 4 Summary of Area 4 participants' connection to the area (multiple-choice question). Extract from engagement in December 2021

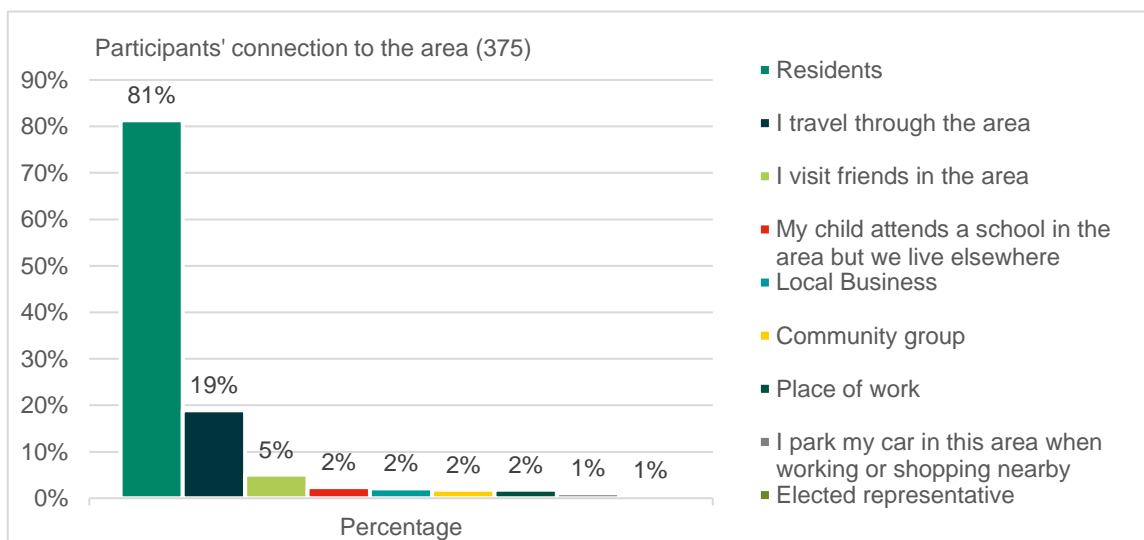


Figure 5 Summary of sentiments of Area 4 responses (317). Extract from engagement in December 2021

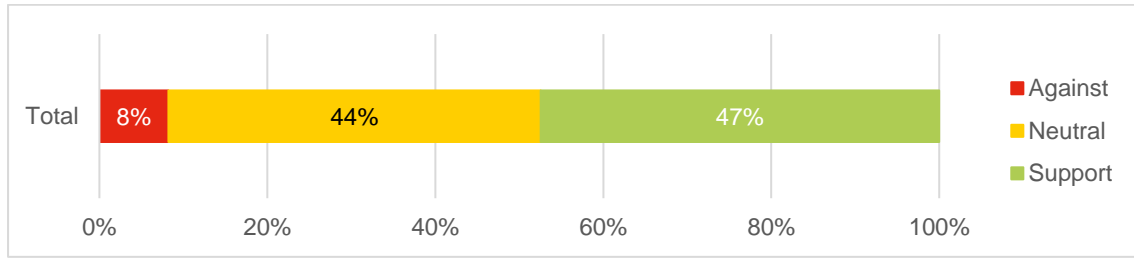


Figure 6 and Figure 7 below identify through traffic as the main issues impacting the community and this was backed overwhelmingly by support for the introduction of measures to restrict movements of through traffic with motor vehicles.

Figure 6 Summary of Area 4 transport related problems (multiple-choice question). Extract from engagement in December 2021

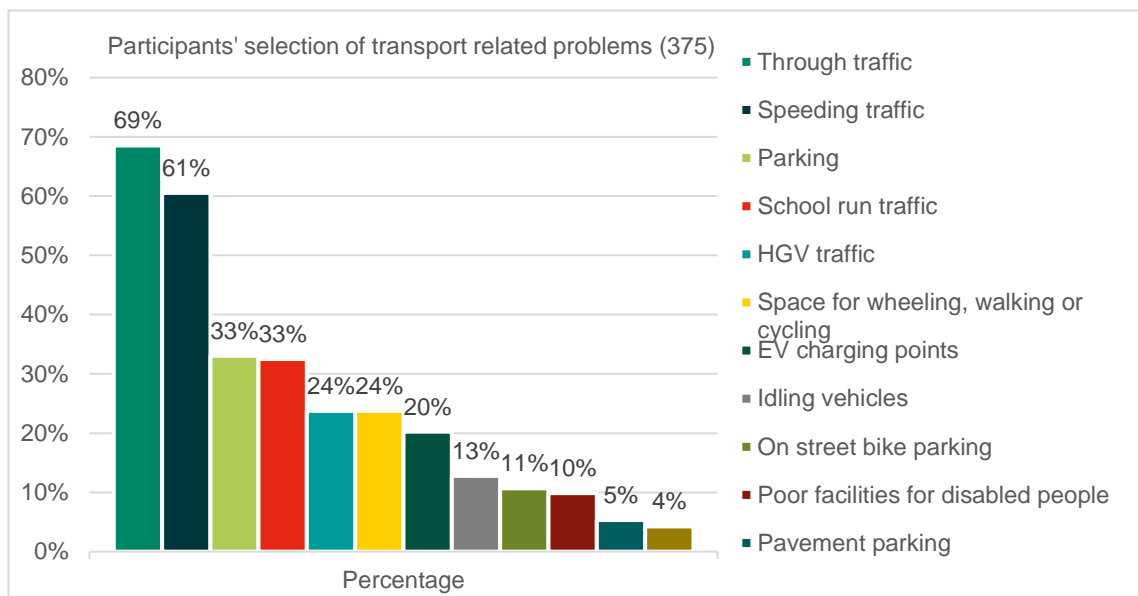


Figure 7 Summary of Area 4 participants' selection of measures with greatest impact (multiple-choice question). Extract from engagement in December 2021

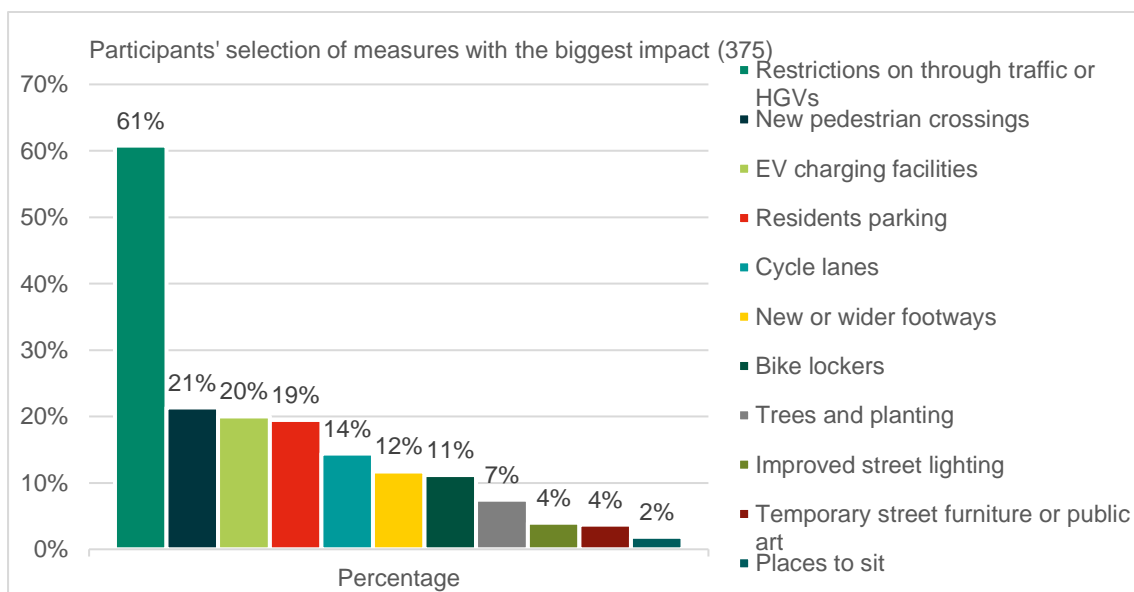


Table 1 Summary of Area 4 responses to Q6 'Any other comments?'. Extract from engagement in December 2021

Theme	Summary of Area 4 responses to 'Any other comments?'	Number of comments
Road	Restrictions Comments that restricting access without negatively impacting access for emergency services, should be considered. Suggestions these include Cavendish Road, Gay Street and Queens Square.	41
	Traffic calming measures Comments that traffic calming measures should be considered in areas where speeding is seen and an issue. Suggestions include speed cameras.	31
	Junctions and turns Comments that some junctions and turns are dangerous, often in relation to visibility.	11
	One-way Comments that roads could be made one-way to make it safer for pedestrians, with Marlborough Buildings being the most commonly suggested road.	10
	Signage Comments that roads signs need to be improved, with particular reference to the size of 20mph speed limit signs.	6
	Traffic lights Comments that traffic lights are negatively impacting the area and residents, with particular reference to the traffic lights on Queens Square.	4
	Two-way Comments that the North side of Queens Square should have two-way traffic.	2
	Street lighting Comments that street lighting is needed to improve pedestrian safety.	1
Traffic	Issues Comments that the area experiences traffic related issues in the area, with the most commonly referenced issues being through traffic, speeding and HGVs.	245
	Pollution Comments stating that the traffic issue within the area is increasing air and noise pollution.	29
	Enforcement Comments that traffic regulations, such as speeding, need to be better enforced.	11

As can be seen in Table 1 there is support for the removal of motorised through traffic movements. Following local support and endorsement from local Ward Members, Tennyson Road and Cork Street was chosen as one of five initial Pilot Projects, which will see interventions accelerated.

3 Proposal

3.1 Tennyson Road Modal Filter

3.1.1 Proposal description

The Proposal introduces a modal filter (physical access control) on Tennyson Road, between Westhall Road and Coronation Road. The proposed location can be seen below in Figure 8. This location provides adequate space for a vehicle to make a three-point return if required, see Figure 9 and Figure 10. The space occupied by the modal filter can be reclaimed for residents and revitalised with the inclusion of planters, parklets, benches and possibly bike stands to provide a community space. A few types of commonly used modal filters include:

- **Planter style modal filter.** These Modal filters prevent the flow of motor vehicles along a route whilst allowing other modes of transport, such as walking and cycling, to pass freely around them. The planters benefit from being easy to install and remove and can be easily tailored to be in keeping with the surrounding area. The inclusion of benches and parklets can also be included to provide a community space in these areas. Their main drawback is that they cannot be easily moved to allow passage for emergency or service vehicles
- **Telescopic/ lockable bollard style modal filter.** These interventions are not as appealing as the previously mentioned planter style modal filter but do provide more flexibility in terms of their permeability for selected vehicles. Passage through these interventions can be provided in the form of a key or pin to emergency services, service vehicles, and other selected entities operating in the area.
- **Diagonal style modal filter (Permanent).** This intervention is only applicable at crossroads/staggered junctions (typically within quieter residential areas) and involves blocking the main through road via kerbing that directs traffic into the side road junctions, whilst allowing pedestrians/cyclists to pass through the kerbing along the through route. The space between the proposed kerbing can then be repurposed for community use via raising it to footway levels and the inclusion of benches and parklets etc.
- **Diagonal style modal filter (Temporary).** To illustrate the benefits of the permanent diagonal filter as part of an experimental order, the diagonal filter can be constructed using temporary measures such as bolt-down kerbs that can be easily installed and removed as part of the experimental process. This option would not involve raising the carriageway up to footway levels but can still include community features such as parklets, benches, cycle stands etc.

Additional waiting restrictions may be required to preserve the turning area, these including double yellow lines and signage if deemed necessary, which may result in some parking loss. To warn motorists of the modal filter ahead, new signage will be provided. It should be noted that “New Road Layout Ahead” signs will also have to be provided for a limited period, in line with current regulations. Supplementary direction signs may also be needed.

Figure 8: Proposed location of modal filter on Tennyson Road

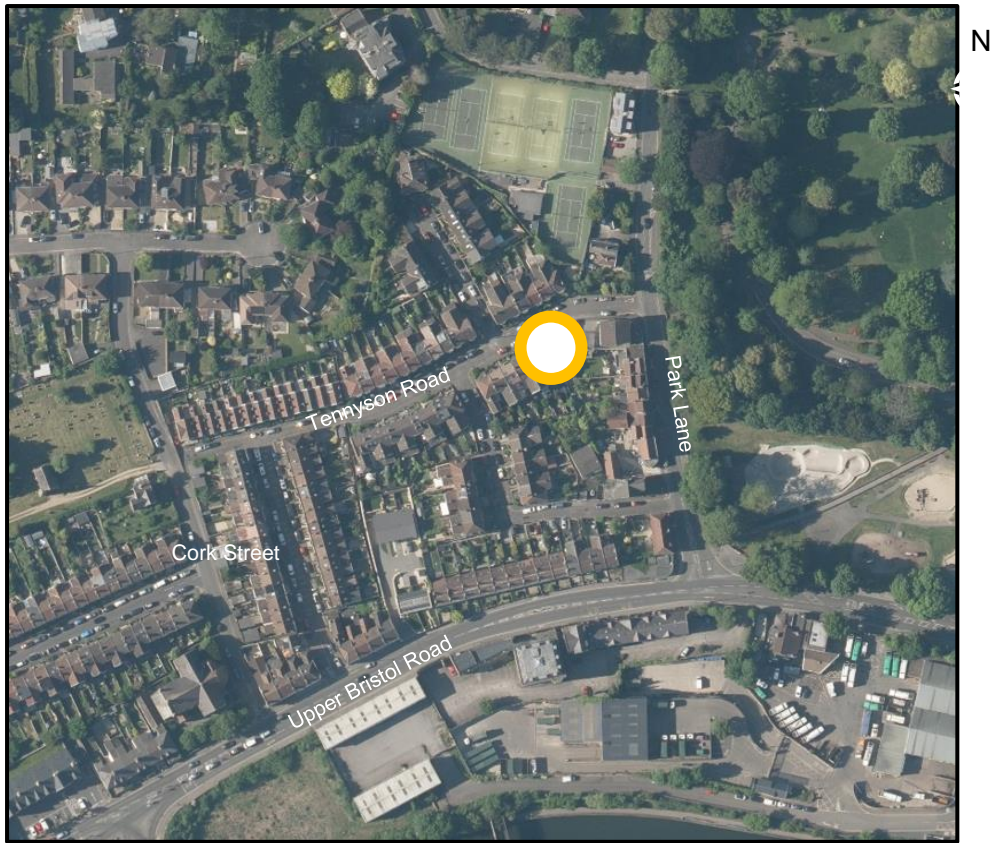


Figure 9: Alternative view on west side of Proposed Tennyson Road Modal Filter

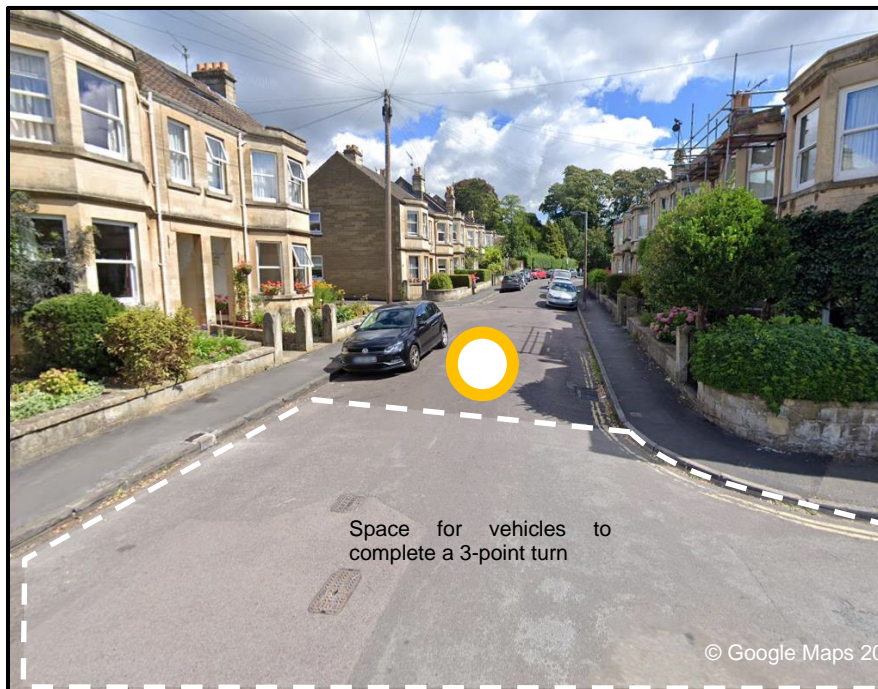


Figure 10: Alternative view on East side of proposed Tennyson Road

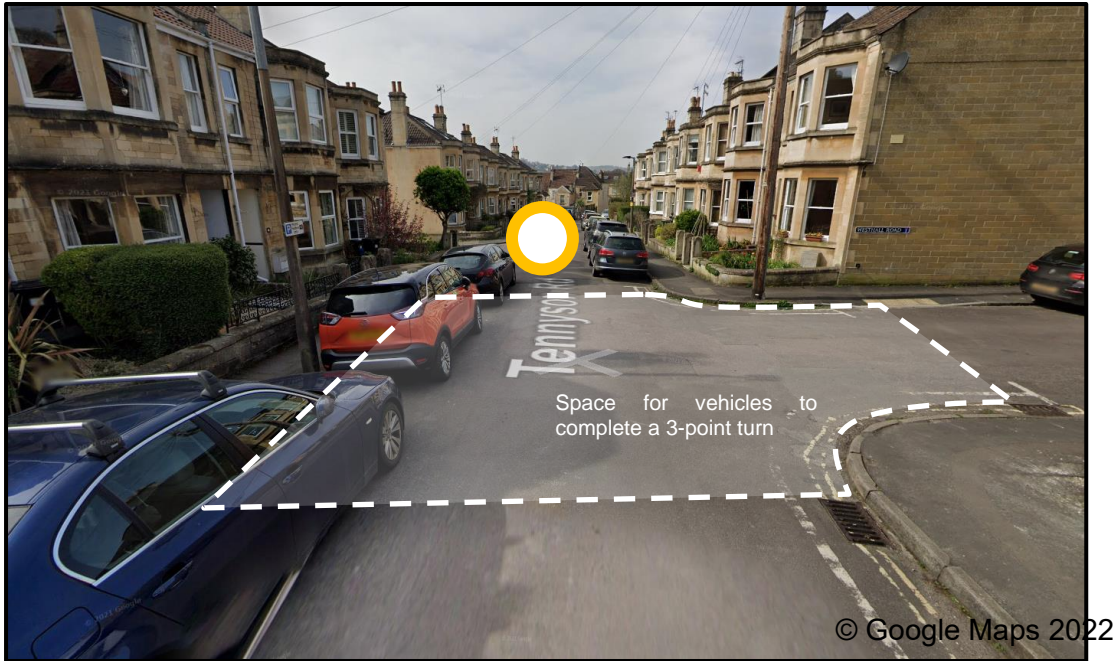
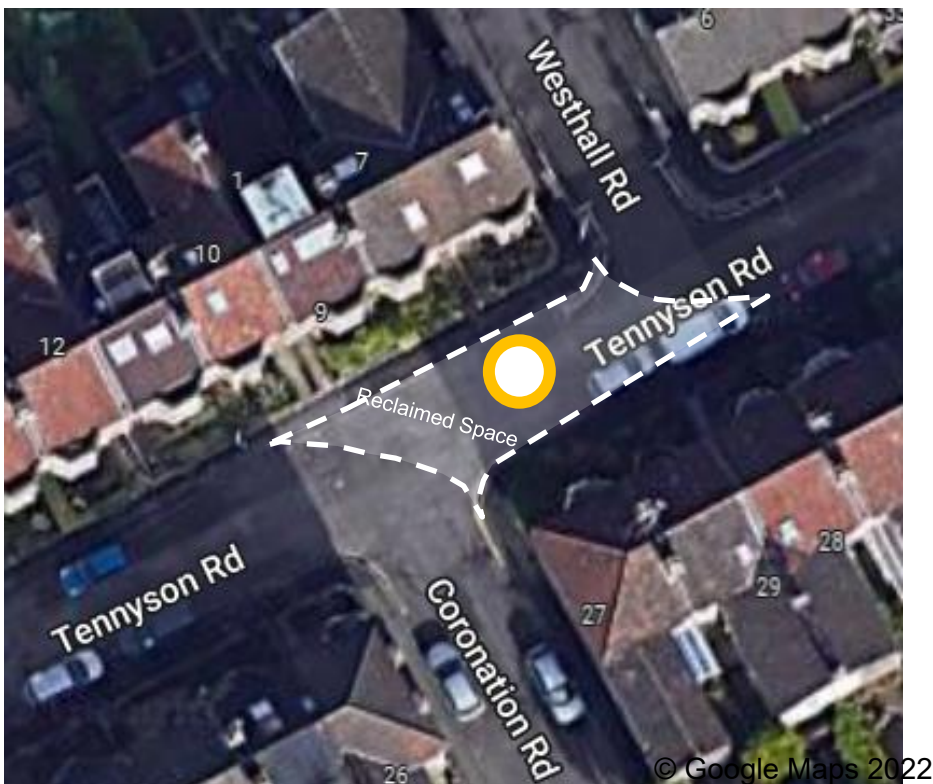


Figure 11: Reclaimed Space between Coronation Road and Westhall Road



3.1.2 Cost of works

In 2022, the estimated cost for the scheme would be £25,000 or £35,000 for a temporary or permanent option respectively as detailed in section 3.1.1. The cost has been determined with the use of AECOM SPONS handbook 2022 and previous costs of similar projects. The costings have been split for the purpose of a temporary and permanent intervention at the Coronation Road, Tennyson Road and Westhall Road junction. The cost at this stage is for indicative purposes only and may vary dependant on final scheme choice. It should be noted that if the temporary option is installed, there will be some additional costs associated with removing this prior to any permanent installation.

3.1.3 Time to Implement Design

The Experimental Road Traffic Order (ETRO) can be implemented within 3-6 months of the approval of this report, and it will be reviewed within 6 months from implementation to determine if the intervention should be made permanent. Timings for the implementation are subject to further consultation and availability of contractors to complete the works. The timescale may also be affected by the final scheme choice and by delivery of other schemes in the local area.

3.1.4 How Improvements meet the Community Steer

The modal filter in the road will provide a permeable filter which allows for pedestrian and cyclist access whilst restricting vehicle movements. This will prevent motorised through traffic and improve the walking and cycling situation in the area as requested by residents. This proposal meets priorities 1 and 2 from Section 2.4, which were identified as the prevention of through traffic, and speeding traffic through Tennyson Road, see Figure 6.

3.1.5 Diversionary Impacts for Residents

Residents driving either side of the modal filter will have to navigate through either Tennyson Road or Coronation Road to access the A4 or Park Lane. This diversion is very minimal and should not produce a great deal of interference for residents, see Figure 12 below.

Figure 12: Diversionary Impacts of the Tennyson Road Modal Filter



3.1.6 Opportunities to reclaim Space for the Local Community

As mentioned in Section 3.1.1 the area occupied by the modal filter can be fitted with greenery and street furniture to provide a community space for residents. The inclusion of parklets in this area will create a community hub for local residents in the area as well as reducing through traffic in the area and providing safer streets as a result.

3.1.7 Diversionsary Impacts for Non-Residents

The introduction of a modal filter will force those currently using the Tennyson Road and Cork Street route to return to the main route around the area. This may place added strain on those roads, and on Park Lane in particular. The scale of this impact will need to be assessed with an understanding of any potential mitigations which may be required to improve the operation of those routes. This will be considered as part of the wider liveable neighbourhood programme.

3.1.8 Key data required for scheme completion

Table 2: Key Data required for Tennyson Road Modal Filter

Data Required	Justification for data
Further Quotes from streetscape suppliers for cost of street furniture	This will assist in defining the final cost and programme for the installation of the intervention.
Traffic counts (motorised vehicles split by classes, cyclists, pedestrians, etc.)	Information on usage for different modes of transport. The comparison before the counts before and after the intervention is put in place will provide a metric to measure the success of the intervention.
Origin and Destination information	This data would allow the design team to obtain a better understanding of traffic behaviour along the route and monitor the rates frequency of traffic and their preferred route before and after the scheme intervention.
Vehicle classification	This data would allow the design team to obtain a better understanding of what classification of vehicles regularly use the route.

4 Other Options Considered

4.1 Modal Filter at junction of Cork St and Upper Bristol Road

As part of the initial assessment, the proposal for a modal filter at the southern end of Cork Street was investigated. This proposal has been dismissed for the following reasons:

- **Lack of turning space for vehicles.** The existing carriageway width at the southern end of Cork Street is insufficient to allow refuse and other large vehicles to safely conduct a turn in the road to return northbound and exit via Tennyson Road, see **Figure 13** below.
- **Long dead end created.** Installing a modal filter at the end of Cork Street would create a long dead end which would be impractical for refuse collection. Without sufficient space to manoeuvre, all large vehicles needing to access Cork Street would have to reverse 95m before reversing back onto the main road. Upper Bristol Road can get very busy and would be dangerous for vehicles to exit the junction in a backwards gear.

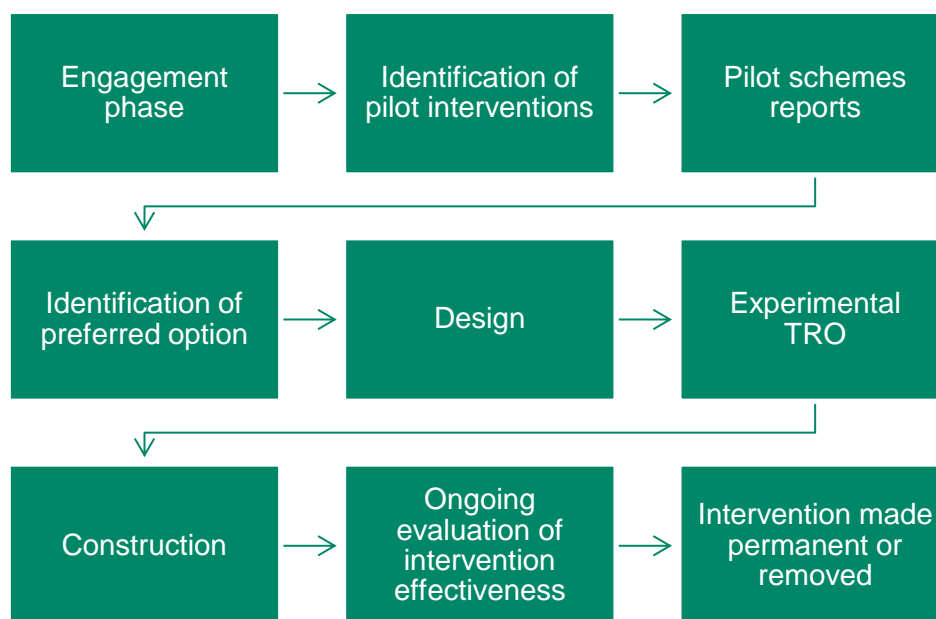
Figure 13: Refuse Vehicle Tracking Movement encroaching on footways



5 Looking forward

Following continued dialogue with local community representation, which follows on from the engagement exercise carried out in December 2021, B&NES Council has decided to engage the public on the preferred option, identified in this report, to establish whether or not to proceed with an experimental TRO. More information is available at www.bathnes.gov.uk/LNPIlots.

A diagram outlining the process and key milestones for the Pilot Projects is shown below.



6 Conclusions

Following the initial Liveable Neighbourhoods application and public engagement exercise in December 2021, it is clear there is a consistent demand from the local community for interventions to address issues with motor vehicle through traffic and the negative impact on residents it is causing.

There is now an opportunity to address some issues quickly, with temporary interventions which can be piloted, and with the co-design workshop, we will seek to work with the community to identify a longer-term vision for the area, which will set out a series of priorities to be addressed now, soon and later.

The design improvements proposed in this document seek to address the issues raised by the local community and improve the local streets for residents. The interventions proposed provide merit and meets the needs and requests of the local people, providing design solutions which will improve the operational safety of the area. Providing greater opportunity for active travel modes to safely navigate along Tennyson Road encouraging the local population to walk or cycle instead of drive.

There will be some limited impact on local residents needing to make slightly additional journeys when they go to/from their properties and a less direct route to the main road network.

