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Liveable Neighbourhoods - Co-design Workshop Report 2 (Prioritisation)

Whitchurch Village and Queen Charlton Outcome Report

Bath and North East Somerset Council

Project number: 60668625

30 September 2022

Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
1	29/09/2022	n/a	n/a	n/a	n/a
2	02/11/2022	n/a	n/a	n/a	n/a

Distribution List

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1. Introduction

- 1.1 This report presents further outcomes from the co-design workshop for a Liveable Neighbourhood (LN) in the Whitchurch Village and Queen Charlton area. This area is one of 15 LNs being developed across the district.
- 1.2 Those attending the workshop were residents, businesses and community representatives who opted to take part in the co-design and development process for the Whitchurch Village and Queen Charlton area.
- 1.3 LNs aim to improve residential areas by making them safer, healthier, and more pleasant places to be. They focus on reducing our reliance on cars for short journeys and reallocating road space to improve routes for walking and cycling. They are being developed with communities to improve health, safety, wellbeing, and the environment. You can find out more at www.bathnes.gov.uk/liveableneighbourhoods.
- 1.4 The workshops for all 15 areas took place between 17 May and 27 July 2022. At the workshops, residents discussed the issues that had been raised by their wider community during an engagement exercise in Winter 2021/22 on the 15 LN areas. These issues related to pedestrian safety, cycling infrastructure, and traffic calming measures (among others). The residents then suggested a range of measures to help.
- 1.5 Shortly after the workshops, the residents were invited back to check that their ideas were accurately represented as icons on a map. These maps were displayed at exhibitions for each of the 15 areas (outlined in Section 2.3) between 16 August and 29 September 2022.
- 1.6 At the exhibition (and via email) the workshop attendees, plus those that asked to be kept involved in the programme, were asked to review the longlist of ideas and prioritise the measures that would most benefit the community. The invitation was also extended to their friends and family. Their feedback is presented in this report.
- 1.7 The prioritised measures are now being assessed by the council against the Liveable Neighbourhoods Strategy and other criteria, such as cost, practicalities, and timelines. The outcome of this exercise will form a shortlist and inform the draft designs.
- 1.8 The wider public will then be invited to share their views on the draft designs in Winter 2022/23 before final designs are drawn up.
- 1.9 The aim is for the council to deliver a range of measures for the community over a 'now, soon and later' timeframe from 2023 onwards.

2. Previous engagement

Policy development and initial engagement

- 2.1 Between 9 September and 18 October 2020, the council developed the LN strategy and held a policy consultation to understand people's views on transport-related issues in the area.
- 2.2 Following on from the policy consultation and once the application period for LN areas had closed, the council held a public engagement between 29 November 2021 and 3 January 2022 on the 15 LN areas prioritised to progress in 2022/23.
- 2.3 The 15 LN areas are:
1. **Mount Road area, Southdown** (Area 1)
 2. **Pulteney Estate area** (Area 2)
 3. **Whitchurch Village and Queen Charlton** (Area 3)
 4. **Lower Lansdown and the Circus area** (Area 4)
 5. **Oldfield Lane and the Avenues** (Area 5)
 6. **London Road and Snow Hill area** (Area 6)
 7. **Church Street and Prior Park Road** (Area 7)
 8. **Chelsea Road area** (Area 8)
 9. **Entry Hill, Bath** (Area 9)
 10. **Southlands area, Weston** (Area 10)
 11. **Morris Lane and Bannerdown Road area** (Area 11)
 12. **New Sydney Place and Sydney Road** (Area 12)
 13. **Egerton Road and Cotswold Road area** (Area 13)
 14. **Temple Cloud, Mendip** (Area 14)
 15. **Lyme Road and Charmouth Road** (Area 15)
- 2.4 Residents in each area were asked to identify what is good about their area, what could be improved, and what measures could have a positive impact on the community.
- 2.5 A total of 1,684 responses were received across the 15 areas, with 68 responses related to Whitchurch Village and Queen Charlton. The responses helped the council to identify key themes and issues to be addressed.
- 2.6 A copy of the initial engagement report can be found on the council's website here:
<https://beta.bathnes.gov.uk/sites/default/files/Liveable%20Neighbourhoods%20Engagement%20Report%20FINAL%20UPDATED%20%28002%29.pdf>.

Co-design workshops

- 2.7 Between 17 May and 27 July 2022, 15 co-design workshops were held (one in each area) to discuss issues and ideas in more detail, and to suggest a range of measures to be explored further.
- 2.8 Members of the public who had responded to the engagement for that area were invited to register their interest in attending the workshop. The opportunity was also promoted on community posters and on social media.
- 2.9 During the workshops, attendees were invited to discuss and build on the issues their community experiences, as captured during the earlier public engagement. They used large maps of the area, post-its and icons to identify where specific measures (such as wider pavements, cycle infrastructure, outdoor seating, and traffic restrictions) could be introduced to address these issues.
- 2.10 Their ideas were captured in a co-design workshop report. A copy of the co-design workshop report for the Whitchurch Village and Queen Charlton area can be found at www.bathnes.gov.uk/yourLN.

Further engagement

- 2.11 Alongside the co-design workshops, the LN team also worked closely with the charity Sustrans who promote enabling walking and cycling.
- 2.12 Sustrans held local engagement workshops and pop-up engagement events across the 15 LN areas as well as assisting and facilitating city-wide events alongside the LN programme.
- 2.13 Sustrans' Head of Partnerships facilitated a group discussion in three workshops as part of an online city-wide virtual event, and a Project Officer also attended an independent equality advisory group meeting to provide input in relation to equality and inclusion aspects of the Liveable Neighbourhoods programme.
- 2.14 During targeted local engagement, the feedback that Sustrans received from residents will be considered alongside the feedback of workshops and the workshop exhibitions in the future stages of the programme.

3. Co-design review and prioritisation

- 3.1 Workshop attendees and those that had registered to be kept informed of the LN programme were invited to review the output for the Whitchurch Village and Queen Charlton area at a workshop exhibition. This was held on Wednesday 17 August at Queen Charlton Village Hall, between 4pm-8pm. The exhibition for New Sydney Place and Sydney Road area was also held at the same location on the same day.
- 3.2 The purpose was to ensure that all the measures proposed at the workshop were captured in the report and on the maps. As part of the co-design process, the residents were also asked to prioritise the measures that would most benefit the community (focusing on the original application area for LN).
- 3.3 Those that had signed up to receive project updates during the 2021 engagement and those that registered to take part in the co-design workshops were told about the exhibition by email. These groups were sent an initial email which provided the date, time, and location of the exhibition.
- 3.4 Closer to the date of the exhibition the same group were sent a reminder email, which also contained a link to both the workshop report and an online feedback form to fill in if they could not attend in person. A copy of the reminder invite email can be found in Appendix A.
- 3.5 At the co-design exhibition, members of the project team were in attendance to guide visitors through the outcomes of the workshop and answer any questions.
- 3.6 Information boards were placed around the venue highlighting the measures that were discussed at the workshop and published in the workshop output report. There were also print-outs of the co-design workshop report, a document containing all types of measures (measures are also referred to as 'interventions' on the information boards used at the co-design exhibitions) and an area map. The reports and feedback forms were also provided in large print. A copy of the information boards can be found in Appendix B.
- 3.7 Attendees at the event were encouraged to complete a printed or online feedback form while viewing the boards, and to prioritise the measures they felt would most benefit the community. It was explained that the feedback would then be used to help draw up draft designs, focusing on the original application area submitted by ward councillors.
- 3.8 A postal address and QR code (directing people to the online form) were also made available should attendees wish to complete the feedback form at a later date.
- 3.9 In total, 34 members of the public attended the exhibition.

Zones

3.10 Due to the size of the Whitchurch and Queen Charlton area, the materials were split into zones to make it easier for attendees to learn about and prioritise the suggested measures within them.

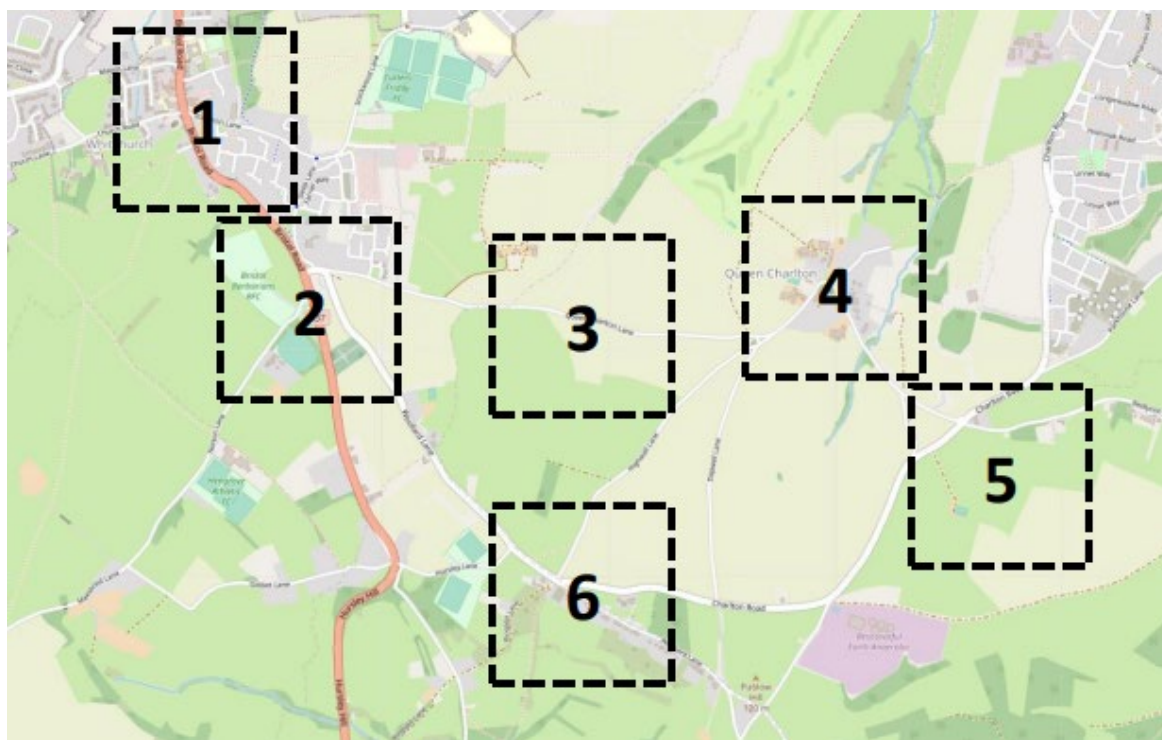
3.11 The zones are:

- **Zone 1:** Whitchurch Village
- **Zone 2:** Whitchurch Village Play Park
- **Zone 3:** Queen Charlton Lane
- **Zone 4:** Connectivity to Queen Charlton
- **Zone 5:** Redlynch Lane Junction and Charlton Road
- **Zone 6:** Woollard Lane/ Charlton Lane junction

4. Feedback responses

- 4.1 A total of 43 responses were received for the Whitchurch Village and Queen Charlton co-design exhibition. 39 responses were submitted via the online feedback form, and four 12 via paper forms.
- 4.2 Zones 1, 2, 3 and 4 were included in the original application area. Therefore, the suggested measures for those zones were included within the questions in the feedback form. There were four multiple choice questions, one for each zone, as well as an open text box at the end for any additional comments. The ideas put forward for these areas are recorded in the workshop output report at www.bathnes.gov.uk/yourLN.
- 4.3 Zones 5 and 6 were excluded from the feedback form process as they were not included within the original application area to become a LN. However, their inclusion in the co-design workshop output report helps give a view of the area as a whole.
- 4.4 A map of the zones for the whole area, including those within the original application area is shown in Figure 1 below.
- 4.5 A copy of the feedback form for Whitchurch Village and Queen Charlton can be found in Appendix C.

Figure 1 Map showing Zones 1 to 6 of the Whitchurch Village and Queen Charlton area (of which 1, 2, 3 and 4 were included in the original application area)

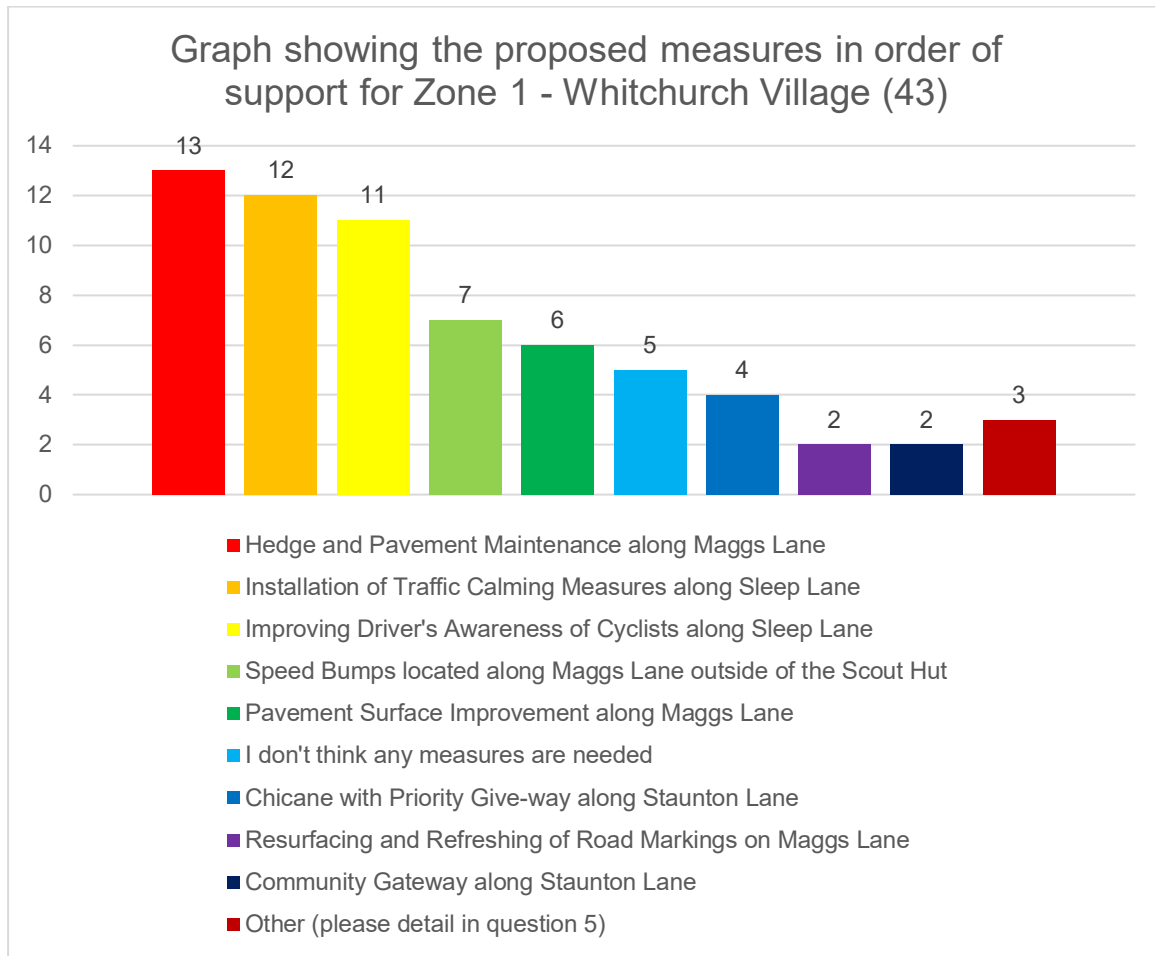


5. Results

Zone 1 – Whitchurch Village

5.1 The first question related to Zone 1 – Whitchurch Village. It asked respondents to choose up to three of the measures that they felt would most benefit the community (from all the measures put forward at the workshop for this zone). A graph of these results can be found in Figure 2 below.

Figure 2 Graph showing the measures selected for Zone 1 - Whitchurch Village



5.2 Respondents stated that the following measures would most benefit the community:

- 13 selected hedge and pavement maintenance along Maggs Lane
- 12 selected the installation of traffic calming measures along Sleep Lane
- 11 selected to improve driver's awareness of cyclists along Sleep Lane
- Seven selected the installation of speed bumps located along Maggs Lane outside of the scout hut
- Six selected pavement surface improvement in the Maggs Lane
- Five selected no measures needed

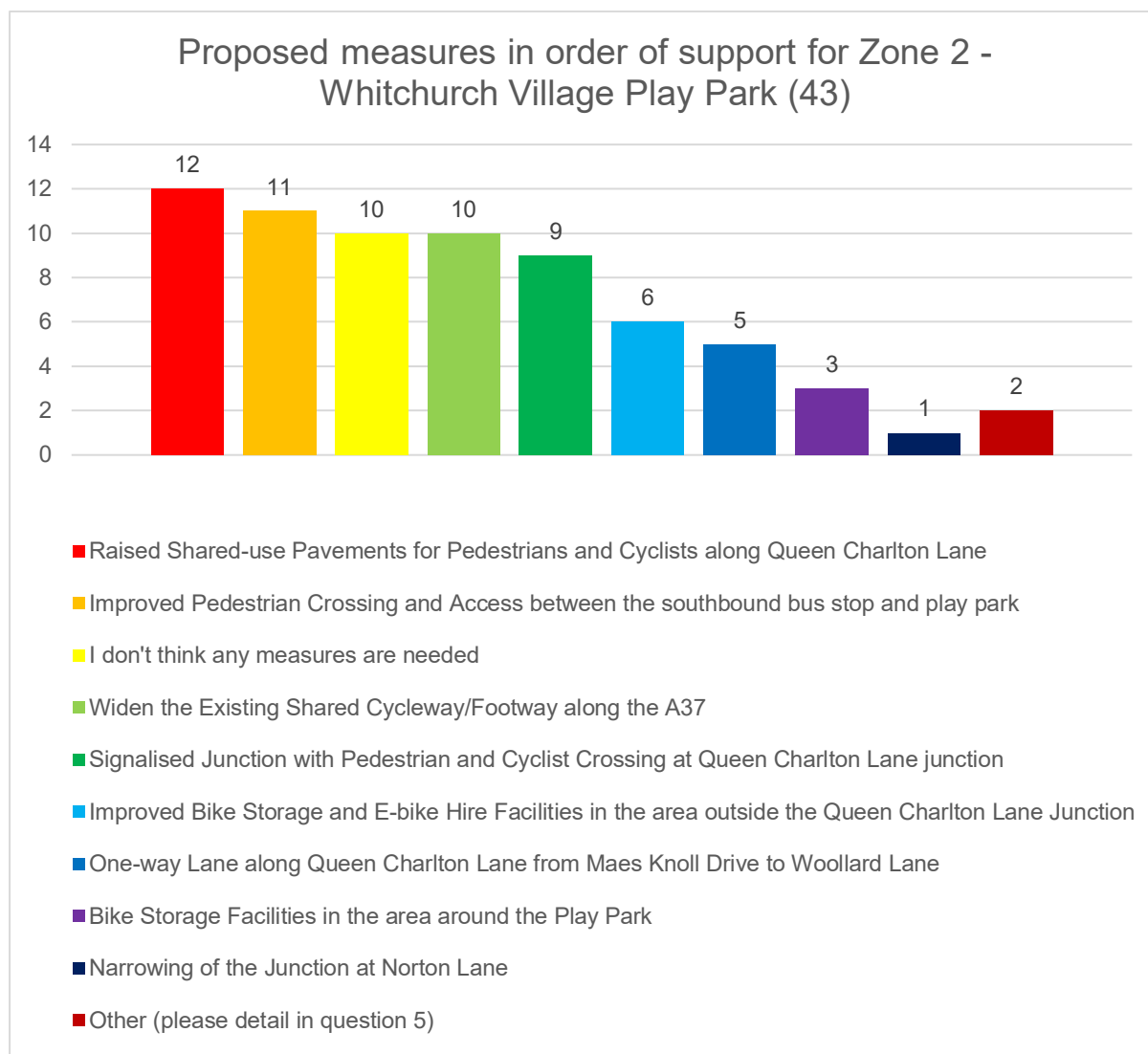
- Four selected a chicane with priority give-way along Staunton Lane
- Two selected a community gateway along Staunton Lane
- Two selected the resurfacing and refreshing of road markings on Maggs Lane
- Three selected 'other' (see 5.14 – 5.16 below)

5.3 Overall, hedge and pavement maintenance along Maggs Lane, and installation of traffic calming and the improvement of driver's awareness of cyclists along Sleep Lane were the most favoured measures for Zone 1 – Whitchurch Village.

Zone 2 – Whitchurch Village Play Park

5.4 The second question related to Zone 2 – Whitchurch Village Play Park. It asked respondents to choose up to three of the measures that they felt would most benefit the community (from all the measures put forward at the workshop for this zone). A graph of these results can be found in Figure 3 below.

Figure 3 Graph showing the measures selected for Zone 2 - Whitchurch Village Play Park



5.5 Respondents stated that the following measures would most benefit the community:

- 12 selected raised shared-use pavements for pedestrians and cyclists along Queen Charlton Lane
- 11 selected to have improved pedestrian crossing and access between the southbound bus stop and play park
- 10 selected the widen the existing shared cycleway/footway along the A37
- 10 did not think any measures were needed

- Nine selected a signalised junction with pedestrian and cyclist crossing at Queen Charlton Lane junction
- Six selected to improve bike storage and e-bike hire facilities in the area outside the Queen Charlton Lane Junction
- Five selected to make to make the lane along Queen Charlton Lane from Maes Knoll Drive to Woollard Lane one-way
- Three selected bike storage facilities in the area around the play park
- Two selected 'other' (see 5.14 – 5.16 below)
- One selected the narrowing of the junction at Norton Lane

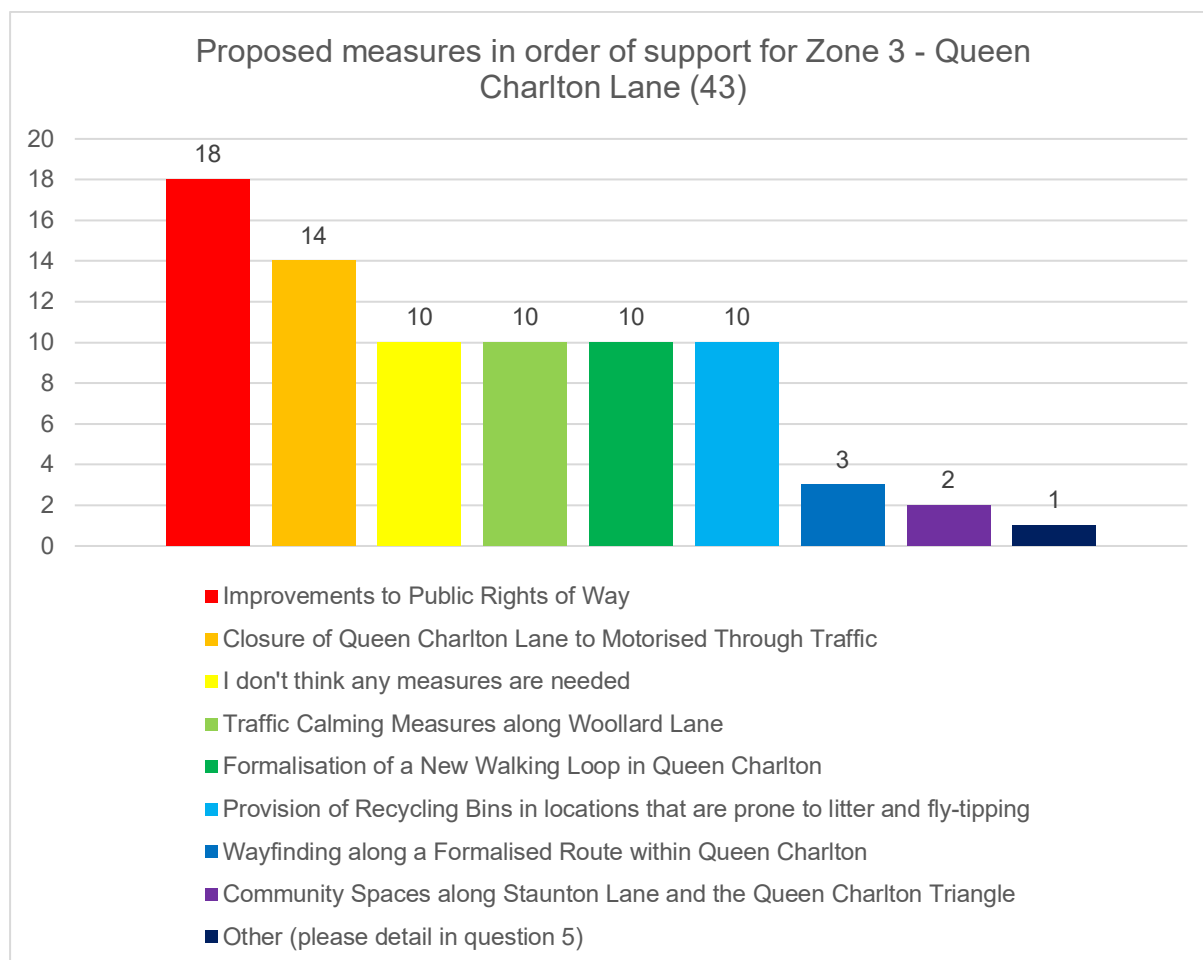
5.6 Overall, raised shared-use pavements for pedestrians and cyclists along Queen Charlton Lane, improved pedestrian crossing and access between the southbound bus stop and play park, and the widen the existing shared cycleway/footway along the A37 were the most favoured measures for Zone 2 – Whitchurch Village Play Park.

5.7 The option of 'no measures needed' receive the same number of votes as the proposed measure of widening the existing shared cycleway/footway along the A37.

Zone 3 – Queen Charlton Lane

5.8 The third question related to Zone 3 – Queen Charlton Lane. It asked participants to choose up to three of the measures that they felt would most benefit the community (from all the measures put forward at the workshop for this zone). A graph of these results can be found in Figure 4 below.

Figure 4 Graph showing the measures selected for Zone 3 - Queen Charlton Lane



5.9 Of the 43 responses received, respondents stated that the following measures would most benefit the community:

- 18 selected to make improvements to public rights of way in the area
- 14 selected the closure of Queen Charlton Lane to motorised through traffic
- 10 did not think any measures were needed
- 10 selected the installation of traffic calming measures along Woollard Lane
- 10 formalisation of a new walking loop in Queen Charlton
- 10 provision of recycling bins in locations that are prone to litter and fly-tipping

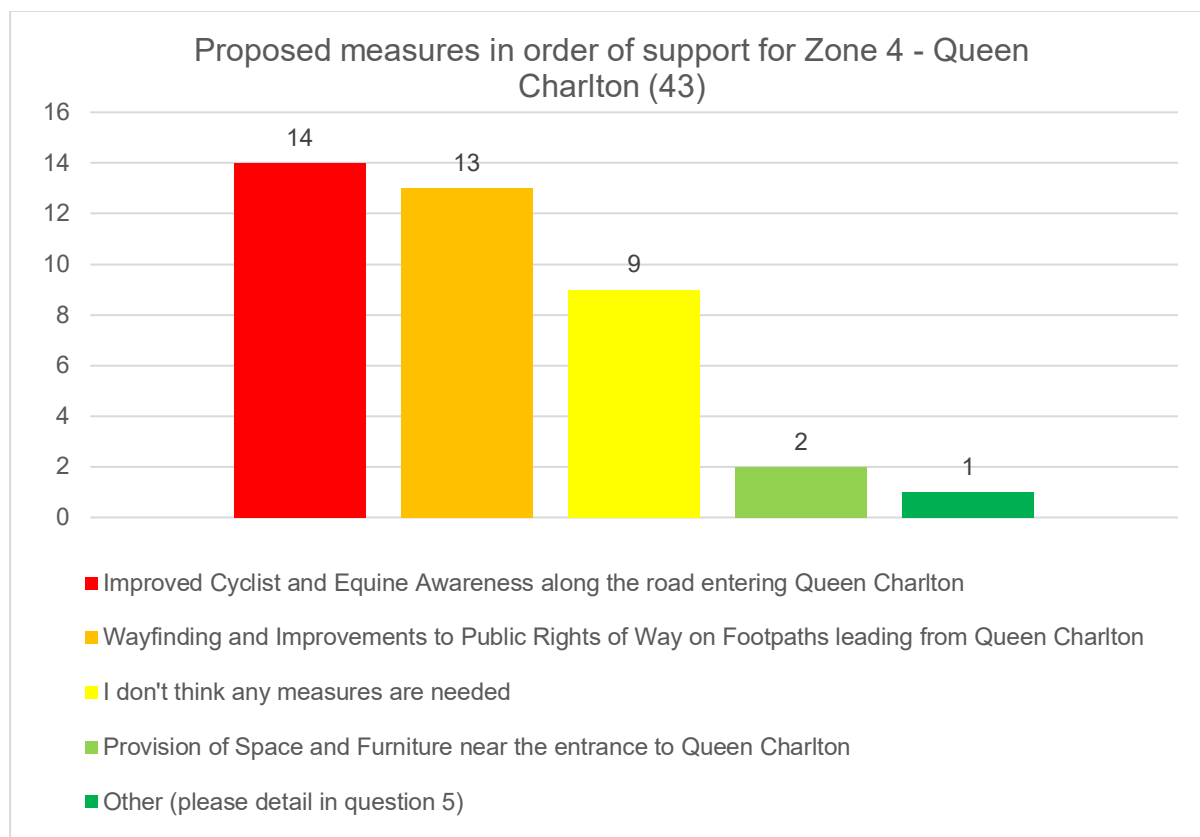
- Three wayfinding along a formalised route within Queen Charlton
- two community spaces along Staunton Lane and the Queen Charlton Triangle
- One selected 'other' (see 5.14 – 5.16 below)

5.10 Overall, improvements to public rights of way, the closure of Queen Charlton Lane to motorised through traffic, the formalisation of a new walking loop in Queen Charlton, the provision of recycling bins in locations prone to litter and fly-tipping, and the selection of no measures needed were the most favoured measures for Zone 3.

Zone 4 – Connectivity to Queen Charlton

5.11 The fourth question related to Zone 4 – Connectivity to Queen Charlton. It asked participants to choose the measure that they felt would most benefit the community (from all the measures put forward at the workshop for this zone). A graph of these results can be found in Figure 5 below.

Figure 5 Graph showing the measures selected for Zone 4 - Connectivity to Queen Charlton



5.12 Of the 43 responses received, respondents stated that the following measures would most benefit the community:

- 14 selected improved cyclist and equine awareness along the Charlton Road entering Queen Charlton
- 13 selected wayfinding and improvements to public rights of way on footpaths leading from Queen Charlton
- Nine did not think any measures were needed
- Two selected the provision of space and furniture near the entrance to Queen Charlton
- One selected the 'other' (see 5.14 – 5.16 below)

5.13 Overall, improved cyclist and equine awareness along the road entering Queen Charlton was the most favoured measure for Zone 4 - Connectivity to Queen Charlton.

Any other comments

5.14 The fifth question allowed respondents the opportunity to comment further on the suggested measures presented. Respondents were also asked to specify which zone or road their answer related to.

5.15 Comments received related specifically to Zones 1 to 6 (including Zones 5 and 6, which are located outside of the original application area), as well as Stockwood Vale. Some comments were received in relation to the scheme in general.

5.16 The comments received identified both problems within the area, as well as solutions or potential measures. Table 1 below shows the themes drawn from Question 5. Frequency of themes is shown in brackets after the problem/solution identified.

Table 1 Key themes from open-text question: 'Any other comments?'

Area	Identified Problems	Solutions/Measures
Zone 1		<ul style="list-style-type: none"> • Traffic lights from Queen Charlton to Sleep Lane (1)
Zone 2		<ul style="list-style-type: none"> • Traffic lights/roundabout at Queen Charlton Lane junction/ A37 (1)
Zone 3	<ul style="list-style-type: none"> • Protection of conservation status (1) • Rat running and speeding (1) • Future developments could increase traffic/HGV traffic (1) 	<ul style="list-style-type: none"> • Traffic calming measures - speed bumps (1) • Closure of the lane (1)
Zone 4	<ul style="list-style-type: none"> • Awareness of pedestrians not enough (1) • Unsuitable for equestrians due to rat running (1) • Against closing Queen Charlton as a route to Whitchurch (1) • Closure of lane without safety improvements could be more dangerous (1) • Unsafe road layout (1) • Inadequate signage for pedestrian safety (1) 	<ul style="list-style-type: none"> • Public spaces and furniture (2) • Wayfinding and improvements to public rights of way on footpaths (2) • Traffic calming measures - speed bumps (1) • Reduced speed limit (1) • Infrastructure such as cycle lane & pavement improvements (1) • Improved bridleways for equestrians/ better off-road bridleways (1)
Zone 5	<ul style="list-style-type: none"> • Dangerous crossings with poor visibility (1) 	<ul style="list-style-type: none"> • Traffic lights/roundabout improved lane markings (1)

Area	Identified Problems	Solutions/Measures
	<ul style="list-style-type: none"> • Awareness of pedestrians not enough at Redlynch/Parkhouse Lanes (1) • Inadequate signage for pedestrian safety On Charlton Road (1) 	<ul style="list-style-type: none"> • Traffic calming measures - Speed bumps (1) • Traffic calming measures around junctions (1) • Improvement to junctions (1) • Reduced speed limit along Charlton Road (1) • New / Improved bridleways for equestrians/ better off-road bridleways (also to avoid junctions) (1) • Redesign of Redlynch Lane junction (1) • Pedestrian provision from Charlton Road to Red Lynch Lane (1)
<i>Zone 6</i>		<ul style="list-style-type: none"> • Lowered speed limit (1) • Speed bumps (1)
<i>Queen Charlton – Whitchurch</i>		<ul style="list-style-type: none"> • Dedicated footpath (1)
<i>Stockwood Vale</i>		<ul style="list-style-type: none"> • Surface improvement (1)
<i>General</i>		<ul style="list-style-type: none"> • Deterrent for fly tipping • Additional bin facilities (1)
<i>Scheme</i>	<ul style="list-style-type: none"> • Scheme criticism (1) 	<ul style="list-style-type: none"> • Awareness of pedestrians (1)

6. Conclusion and next steps

6.1 The results of the feedback from the Whitchurch Village and Queen Charlton co-design exhibition found the following measures to be most favoured by residents and businesses in the area:

Zone 1: Whitchurch Village

1. Hedge and pavement maintenance along Maggs Lane
2. Installation of traffic calming along Sleep Lane
3. Improvement of driver's awareness of cyclists along Sleep Lane

Zone 2: Whitchurch Village Play Park

1. Raised shared-use pavements for pedestrians and cyclists along Queen Charlton Lane
2. Improved pedestrian crossing and access between the southbound bus stop and play park
3. Widening of the existing shared cycleway/footway along the A37 and the selection of 'no measures needed'

Zone 3: Queen Charlton Lane

1. Improvements to public rights of way
2. Closure of Queen Charlton Lane to motorised through traffic
3. The formalisation of a new walking loop in Queen Charlton, the provision of recycling bins in locations prone to litter and fly-tipping, and the selection of 'no measures needed'

Zone 4: Connectivity to Queen Charlton

1. Improved cyclist and equine awareness along the road entering Queen Charlton
- 6.2 Any measure identified as a priority in the feedback, is being assessed against the Liveable Neighbourhoods Strategy and other criteria, such as cost, practicalities, and timelines. The popularity of the measure is also being considered. The outcome will inform what will be included in the draft designs for the area and can be viewed in a recommendation report to ward councillors, available on our website from Winter 2022/23.
- 6.3 All of the measures originally put forward at the workshop by attendees are designed to tackle the issues raised by the wider community during earlier public engagement (Winter 2021/22).
- 6.4 Once the draft designs have been published in Winter 2022/23, we will go back to the wider public for feedback, including stakeholders who may be impacted by the proposals.

Appendix A – Reminder email invitation, sent 16 August 2022

Sent: 16 August 2022 17:08

From: liveableneighbourhoods <liveableneighbourhoods@BATHNES.GOV.UK>

Subject: Liveable Neighbourhoods – Whitchurch Village & Queen Charlton Co-design Exhibition

Hello,

As a reminder, the co-design exhibition for Whitchurch Village & Queen Charlton is taking place **tomorrow** (Wednesday 17th August) **between 4pm and 8pm at Queen Charlton Village Hall** (Keynsham, Bristol, BS31 2SJ).

This is a drop-in session so you can come at a time to suit you within the opening hours. Family and friends are also welcome.

Members of the LN team will be able to answer questions and guide you through the exhibition boards and feedback form.

Unable to come?

If you cannot make the exhibition, you can view all the ideas put forward at the workshop and share your feedback online.

We are asking you to prioritise the long list of measures put forward by the community that you think would most benefit the area, focusing on the original application area (indicated in the report and survey). Your feedback will inform the draft design that will be subject to wider public engagement in the autumn.

To complete the feedback form please read the [workshop report](#), and then use the link [here](#) to respond. The feedback form link is not available from our website.

The workshop report is also available from new web pages for your liveable neighbourhood. Go to www.bathnes.gov.uk/yourLN (and choose your area from the list).

The feedback form will close at **5pm on Wednesday 31st August**.

How to get in touch

If you require any of these materials in another format, or have any accessibility requirements for the exhibition, please contact us at the following:

- Email: liveableneighbourhoods@bathnes.gov.uk
- Post: Sustainable Communities, Bath and North East Somerset Council, Lewis House, Manvers Street, Bath, BA1 1JG
- Phone: 01225 394041 (please ask for the Liveable Neighbourhoods team)

We look forward to welcoming you at the exhibition.

Yours faithfully,

Liveable Neighbourhoods Team
Bath and North East Somerset Council

Appendix B – Exhibition Information board

Bath & North East
Somerset Council

Improving People's Lives

Welcome

Bath & North East Somerset Council (B&NES) is supporting communities to develop Liveable Neighbourhoods in fifteen areas across the district. The aim is to create healthier, happier communities by reducing the dominance of vehicles, ensuring better routes for walking and cycling, and creating pleasant places to sit and relax outside. This timeline shows what's happened and what will happen next.



Policy consultation (Autumn 2020)

We asked for people's opinion on the development of our Liveable Neighbourhoods policy. The survey generated over 1,600 responses. We also received 3,300 comments on an online, interactive map where people were able to identify the issues they experience plus opportunities for improvements.



Applications for Liveable neighbourhoods (Early 2021)

We invited applications from Ward Members and received 48 applications. We identified 15 areas across the district to develop in phase 1 of the programme (2022/23).



Initial engagement on the 15 areas (Winter 2021)

We asked residents living, working, or regularly visiting these areas what was good about it, what issues they experienced, and what could be improved.



Co-design workshops (Spring 2022)

We held 15 workshops where residents discussed the issues they experienced in more detail, along with specific measures that could help, such as safer crossings and cycling routes, traffic-calming measures, wider pavements, and attractive outdoor spaces and seating. The ideas were captured on maps.

Community exhibitions (Summer 2022)

We are holding 15 exhibitions to showcase all the ideas captured at the workshops. We are inviting those who attended the workshops to tell us which ideas they would prefer to see in a draft design, focusing on the original application area and the ideas that would most benefit their community.



Draft design development (Autumn 2022)

Drawing on the feedback from the exhibitions, and the community's preferred measures for each area, we'll draw up draft designs for wider public engagement. In doing this we'll also consider costs, practicalities, and timelines.

Draft design engagement (Autumn 2022)

We'll publish the draft designs and ask for feedback on the approach from residents and the wider public, including the key services, schools and community groups that might be impacted. Information will be published online and in print, including the draft design and the longer list of original ideas. We will hold local events and visit groups that we seldom hear from to ensure their views are captured.

What you have told us

In December 2021, we invited people living and working in the 15 Liveable Neighbourhoods to tell us more about their area, the issues they experience and what they'd like to see improved.

Below is a summary of what people said about the Whitchurch and Queen Charlton area.

What is good about the area?:

- 46 said strong community spirit
- 10 said safe and healthy environment
- 5 said accessibility for walking, wheeling, and cycling

What issues are experienced?:

- 66 said speeding traffic
- 60 said through traffic
- 21 said not enough space for wheeling, walking, or cycling
- 20 said HGV traffic
- 18 said school run traffic
- 8 said pavement parking

What measures could improve the area?:

- 65 said a restriction on through traffic or HGVs
- 18 said new or wider footways
- 16 said new or improved cycle lanes
- 10 said new pedestrian crossings
- 4 said trees and planting



Co-design Workshop

The workshop took place in the Queen Charlton village Hall on the 21st of June.

Brief presentation / introduction

Exercises 1

Break

Exercise 2

Workshop places were prioritised for residents that registered interest to be kept involved in the co-design process during the previous engagement. We also promoted the opportunity online and in the local community.

34 residents registered to attend the workshop, along with representatives from AECOM and B&NES Council.

Attendees were split into four groups, on four tables.

What did we learn?

- The Whitchurch Village playpark is an excellent attraction for children in the area, however, access to this facility is difficult due to poor crossing provisions and small refuge islands across the A37. This results in parents driving their children for short trips as to walk or wheel is perceived as dangerous.
- Speeding through traffic is a prominent issue along Queen Charlton Lane as commuters use the lane to avoid queues on the nearby Charlton Road and Woollard Lane. This makes walking, wheeling, cycling, or horse riding dangerous along this lane.
- Local walking routes in the area could be improved to encourage more active travel between Whitchurch Village, Queen Charlton, and onwards to Keynsham.



Exercise 1 What people said they liked about Whitchurch Village and Queen Charlton

We asked each table to discuss and identify on a map what they liked about the Whitchurch Village and Queen Charlton area.



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



Strong community spirit. Lots of clubs including British Legion, a Cricket club and Scouts group.



Local school and nursery.

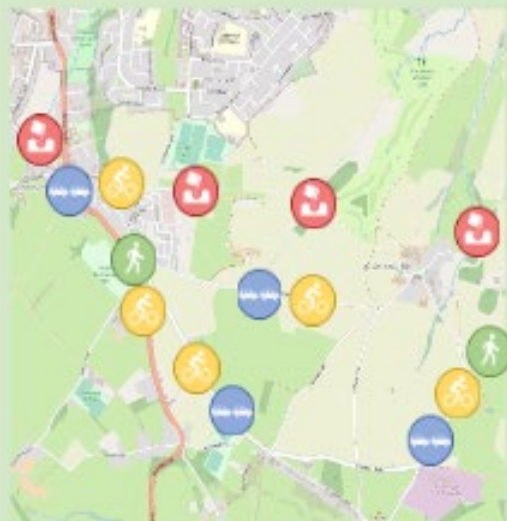


Places for children to play.



Exercise 2 What people said could be nurtured

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



Some areas have hedges or paths with are which are not regularly maintained. This restricts accessibility, for wheeling and walking.



There are some great areas to go for a walk, but there are limited spaces to cross busy roads and limited opportunity to walk/ wheel through fields and alternative routes.



Cycling is dangerous and could be improved. Busy main roads and speeding vehicles make cycling dangerous.

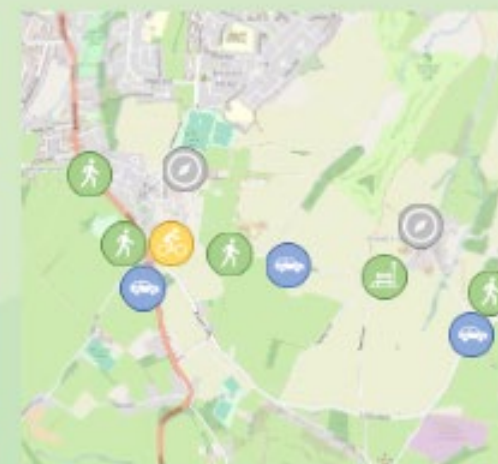


Congestion and speeding traffic, particularly during peak hours. This contributes to poor air quality and noise pollution.



Exercise 3 What people said are their movement patterns

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



Narrow shared-use footway on NCN 3 causes issues for cyclists using the route due to conflicts with pedestrians.



Narrow or no pavements, particularly along Queen Charlton Lane, making walking and wheeling dangerous in these areas.



There is not enough local signage, with more this could encourage people to walk around the neighbourhood.



Residents report driving to nearby areas including the village play park because the option to walk, wheel or cycle isn't perceived as a safe option.



A lack of outdoor seating, with more this could encourage more social interaction and active travel.



Interventions

We asked residents at each table to identify the measures capable of addressing the issues discussed in the previous exercise. They placed icons representing the measure onto a map, in the location where they felt it could help.

Better Allocation of Road Space	Better Cycle Infrastructure	Improved Public Space
 Pedestrian Priority Crossing 	 Cycle Lane  Cycle Parking  Signalised Junction	 Planters and Greenery  Wayfinding  Community Spaces: <ul style="list-style-type: none"> • Seating • Parklets • Public Art
Traffic Interventions		
 Parking Restrictions <div style="border: 1px solid black; padding: 5px; display: inline-block;">  Modal Filter </div>  Signalised Junction  Narrow Junction Widths  One Way Street  Traffic Calming Measures  Additional Parking Space  Speed Restrictions  Camera	Additional Themes identified at workshops	
	 Maintenance: <ul style="list-style-type: none"> • Resurfacing • Cut Vegetation  Walking Bus  Enforcement  EV Charging Measures  Car Club Spaces  Behaviour Change	

What is a Modal Filter?

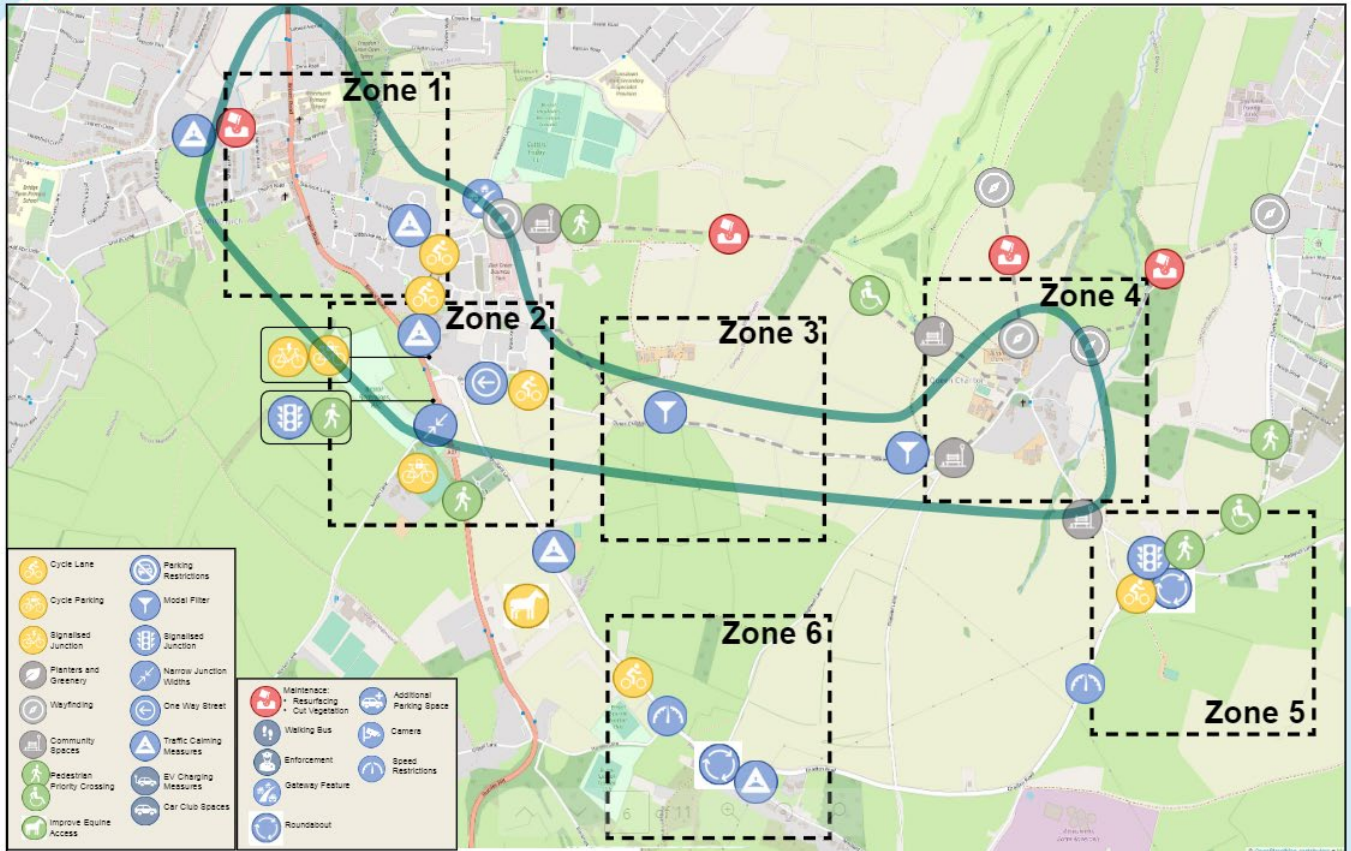
A Modal Filter is a vehicle restriction such as a droppable bollard, gate, or planter which stops through traffic but allows pedestrians, wheelchair users, and cyclists to pass through. Vehicle access is always maintained for residents, visitors and service vehicles although some parking may be lost to enable turning and there may be a need to take different routes. Filters can be designed to work at certain times of the day or at all times.



Source: Cycling Embassy

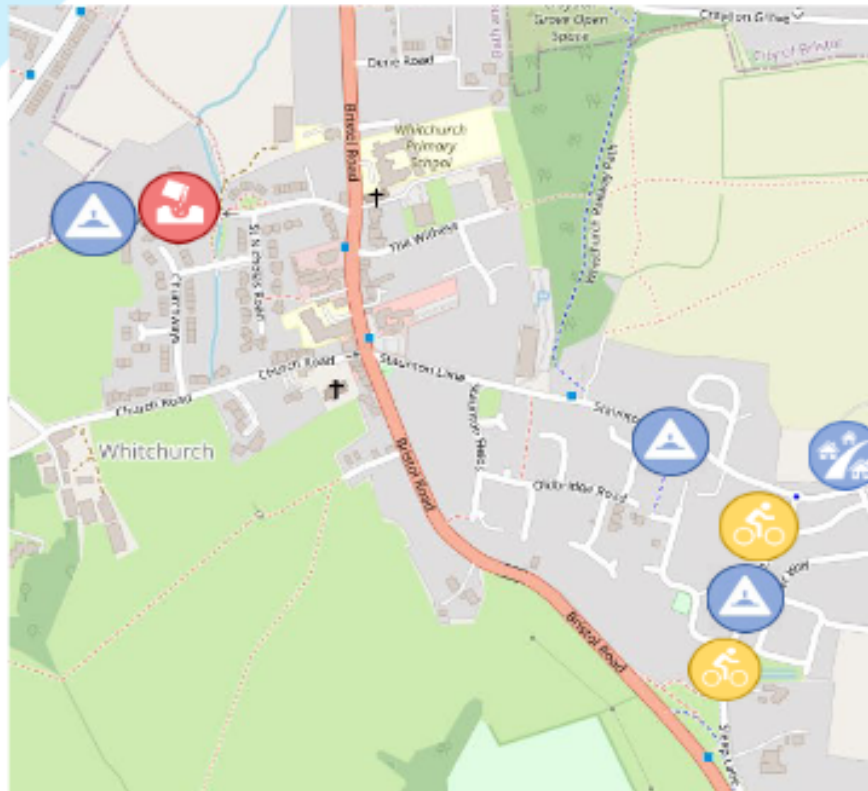
Whitchurch and Queen Charlton Ideas

Here is a map of the Whitchurch and Queen Charlton area, with the original application area outlined in blue. We have captured ideas for improvements inside and outside of the application area.



Zone 1

Here is a summary of the ideas for Zone 1.



	Cycle Lane		Parking Restrictions
	Cycle Parking		Modal Filter
	Signalized Junction		Signalized Junction
	Planters and Greenery		Narrow Junction Widths
	Wayfinding		One Way Street
	Community Spaces		Traffic Calming Measures
	Pedestrian Priority Crossing		EV Charging Measures
	Pedestrian Priority Crossing		Car Club Spaces
	Maintenance: Resurfacing / Cut Vegetation		Additional Parking Space
	Walking Bus		Camera
	Enforcement		Speed Restrictions
	Gateway Feature		



Sleep Lane

Installation of traffic calming measures along Sleep Lane to limit speeds and defer through traffic. The use of speed tables can also be used to improve pedestrian crossing along Sleep Lane.



Staunton Lane

Traffic calming along Staunton Lane to reduce speeding traffic. It may be possible to introduce a chicane with a priority give way to slow down traffic along this section into the Village Centre.



Introduce a community gateway feature to change driver behaviour as they enter the area of Whitchurch Village.



Maggs Lane

Provision of traffic calming measures such as speed bumps to slow speeding traffic outside of the Scout hut.



Sleep Lane

Although there is already some signage, residents have noted that it is still a dangerous route for cyclists. Sleep Lane is Route 3 on the National Cycle Network and improving drivers' awareness of cyclists that use Sleep Lane would make it safer for cyclists.

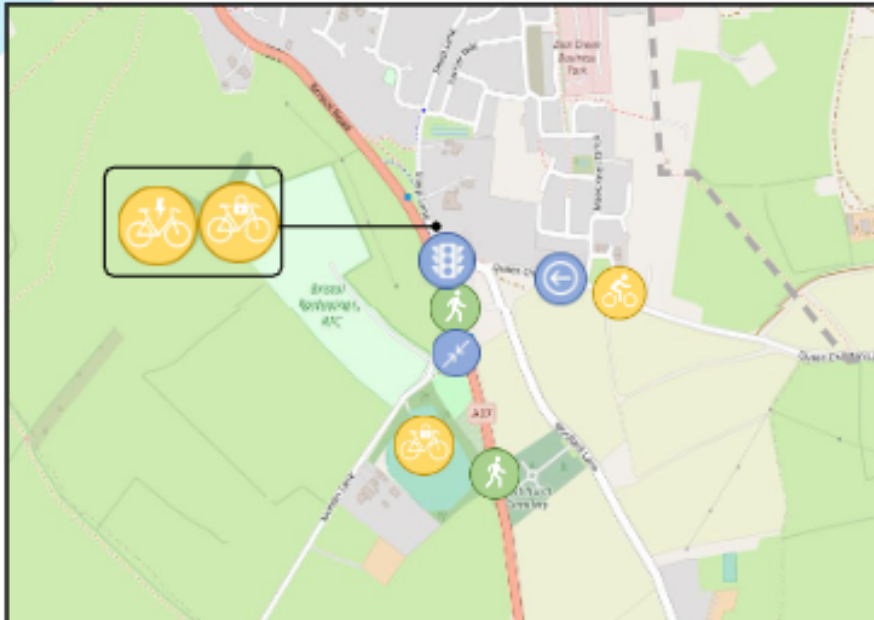


Maggs Lane

Improve current pedestrian footway along Maggs Lane outside the scout hut by completing maintenance work to resurface and remove excess vegetation from the path.

Zone 2

Here is a summary of the ideas for Zone 2.



	Cycle Lane		Parking Restrictions
	Cycle Parking		Modal Filter
	Signalised Junction		Signalised Junction
	Planters and Greenery		Narrow Junction Widths
	Wayfinding		One Way Street
	Community Spaces		Traffic Calming Measures
	Pedestrian Priority Crossing		EV Charging Measures
			Car Club Spaces
	Maintenance: Resurfacing, Cut Vegetation		Additional Parking Space
	Walking Bus		Camera
	Enforcement		Speed Restrictions
	Gateway Feature		



A37/Queen Charlton Lane Junction

Add bike storage and e-bike hire facilities opposite the bus stop to encourage active travel.



Area around Play Park

Add bike storage facilities.



Queen Charlton Lane

Upgrade current footway to raised shared use pavement for pedestrians and cyclists.



A37/Queen Charlton Lane Junction

Widen the existing shared cycleway/footway to a minimum of 3m.



Area around Playpark

Improve pedestrian crossing and access between south bound bus stop and play park, including new footpath across grass verge



Area around Playpark

Narrow the junction of the bell mouth to slow vehicles.



A37/Queen Charlton Lane Junction

Install a signalised junction with a pedestrian and cyclists phased toucan crossing.



Queen Charlton Lane

Make lane between Woollard Lane and Maes Knoll Drive one way, heading west only.



© Google Maps 2022



© Google Maps 2022

Zone 3

Here is a summary of the ideas for Zone 3.

Improvements to Public Right of Way



Provide recycling bins at existing locations which are prone to litter and fly-tipping. Installation of community spaces on Staunton Lane and the Queen Charlton Triangle.

Wayfinding



Formalisation of route from Staunton Lane past Stockwood Vale Golf Course, through Lane, past Stockwood Vale Golf Course, through Queen Charlton along Queen Charlton Lane and back up to Staunton Lane.

Install wayfinding signage along the length of the loop to allow people to easily navigate between Queen Charlton and Whitchurch Village.

Queen Charlton Lane



Restrict through-traffic on Queen Charlton Lane but maintain access for farm vehicles and emergency services. This will create a safe space for pedestrians, cyclists, and horse riders.

Woollard Lane



Traffic calming along Woollard Lane to slow diverted traffic and maintain safety for pedestrians, cyclists, and horse riders.

Formalisation of a New Walking Loop



Provision of new walking loop from Staunton Lane, to Queen Charlton, along Queen Charlton Lane and back up to Staunton Lane.



Improvements to current facilities and installations of paths will make the route accessible for all users, including the less-able and those who are wheeling around the area.



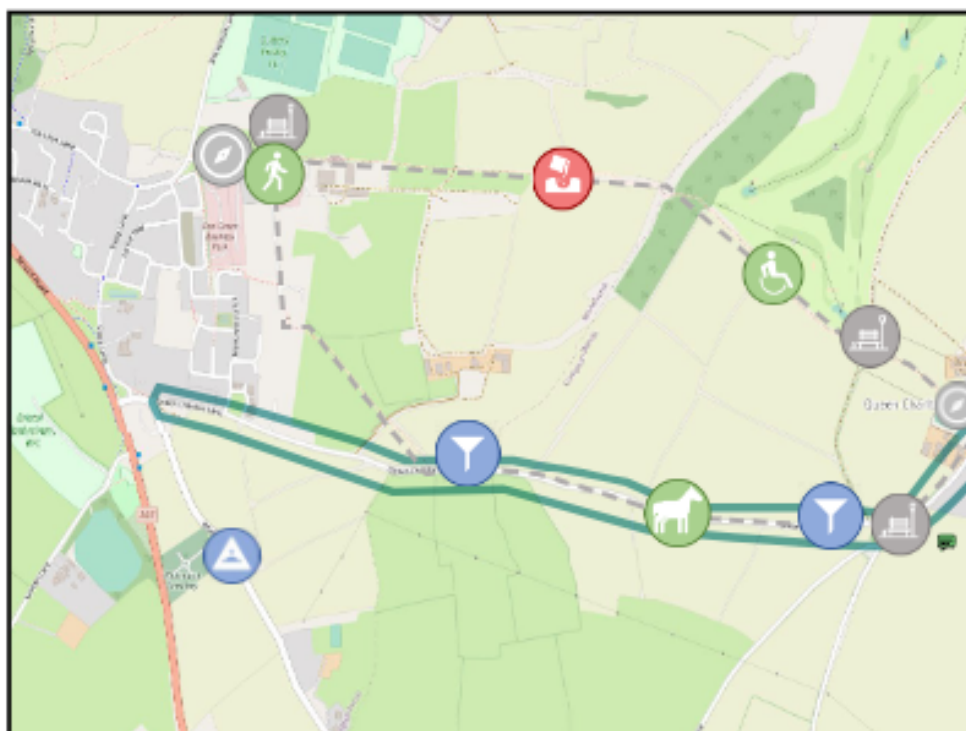
This will open up opportunities for Queen Charlton Lane to be used by horse riders in the area. This route will work in conjunction with traffic-related improvements for this area

Improvements to Public Rights of Way



Improve and formalise footpaths along the current rights of way.

Investigate areas of poor drainage and improve where possible.



Cycle Lane	Parking Restrictions
Cycle Parking	Modal Filter
Signalled Junction	Signalled Junction
Planters and Greenery	Narrow Junction Widths
Wayfinding	One Way Street
Community Spaces	Traffic Calming Measures
Pedestrian Priority Crossing	EV Charging Measures
Wheelchair Access	Car Club Spaces
Maintenance: Resurfacing, Cut Vegetation	Additional Parking Space
Walking Bus	Cameras
Enforcement	Speed Restrictions
Gateway Feature	

Zone 4

Here is a summary of the ideas for Zone 4.

Cyclist and Equine Awareness



Improve cyclist awareness of vehicles along the road entering Queen Charlton from Charlton Road.



Improve equine awareness along the road entering Queen Charlton.

Improvements to Public Rights of Way



Provide improved and formalised footpaths along current public rights of way. Investigate installation of raised walkways, steps, and cycle ramps where needed.

Entrance to Queen Charlton

Provision of space and furniture near the entrance to Queen Charlton along the stream.



Wayfinding

Improve wayfinding along the routes to encourage people to walk between areas.



Rural picnic bench installation - © Cornford Creative



Image of the Bath Wildlife path, Bath



Cycle Lane	Parking Restrictions
Cycle Parking	Modal Filter
Signalized Junction	Signalized Junction
Planters and Greenery	Narrow Junction Widths
Wayfinding	One Way Street
Community Spaces	Traffic Calming Measures
Pedestrian Priority Crossing	EV Charging Measures
Car Club Spaces	Car Club Spaces
Maintenance: Resurfacing - Cut Vegetation	Additional Parking Space
Walking Bus	Camera
Enforcement	Speed Restrictions
Gateway Feature	

Share your feedback

We would like your feedback on the ideas presented here.

Please consider what measures you think would most benefit your community, focusing on the original application area, and use the survey to indicate your preferences.

We'll use this information to create a shortlist of measures to feature in a draft design, while also considering costs, timelines, and practicalities. We'll then seek feedback from the wider community on the draft design, remaining open to the longlist of ideas presented.

Measures put forward to improve areas outside of the original application area may be considered for future development.

Please scan the QR code below
to access the survey on your
smartphone



Appendix C - Whitchurch Village and Queen Charlton Feedback Form

B&NES Liveable Neighbourhoods Co-design Exhibition: Whitchurch Village & Queen Charlton

Thank you for sharing your feedback. We'd like to get your opinion on which of the measures put forward by residents at the Whitchurch Village & Queen Charlton workshop would most benefit the community.

We have split the original application area into several zones. We will ask you to select up to three measures per zone which you feel would most benefit the community. We will use this feedback to draw up draft designs, while considering costs, timelines, and practicalities.

Later in the autumn, we will ask residents and the wider public to share their views on the draft design, remaining open to any new ideas put forward. There are four questions relating to Zone 1, 2, 3, & 4, as well as an open text box to share any additional comments. You do not need to answer every question.

You can view the ideas put forward for the original application boundary on our exhibition boards or in the co-design workshop report available online at: bit.ly/WhitchurchQCReport

If you have any questions, or would like to give feedback in a different format, please get in touch:

- Phone: 01225 394041
- Email: liveableneighbourhoods@bathnes.gov.uk
- Post: Sustainable Communities, Bath and North East Somerset Council, Lewis House, Manvers Street, Bath, BA1 1JG

Zone 1 – Whitchurch Village

Please select up to **three** of the measures that you feel would **most benefit the community** in Zone 1 – Whitchurch Village:

- Improving Driver's Awareness of Cyclists** along Sleep Lane
- Installation of Traffic Calming Measures** along Sleep Lane
- Chicane with Priority Give-way** along Staunton Lane
- Community Gateway** along Staunton Lane
- Speed Bumps** located along Maggs Lane outside of the Scout Hut
- Hedge and Pavement Maintenance** along Maggs Lane
- Pavement Surface Improvement** along Maggs Lane
- Resurfacing and Refreshing of Road Markings** Maggs Lane

I don't think any measures are needed

Other (please detail in question 5)

Zone 2 – Whitchurch Village Play Park

Please select up to **three** of the measures that you feel would **most benefit the community** in Zone 2 – Whitchurch Village Play Park:

Improved Bike Storage and E-bike Hire Facilities in the area outside the Queen Charlton Lane Junction

Bike Storage Facilities in the area around the Play Park

Raised Shared-use Pavements for Pedestrians and Cyclists along Queen Charlton Lane

Widen the Existing Shared Cycleway/Footway along the A37

Improved Pedestrian Crossing and Access between the southbound bus stop and play park

Narrowing of the Junction at Norton Lane

Signalised Junction with Pedestrian and Cyclist Crossing at Queen Charlton Lane junction

One-way Lane along Queen Charlton Lane from Maes Knoll Drive to Woollard Lane

I don't think any measures are needed

Other (please detail in question 5)

Zone 3 – Queen Charlton Lane Loop

Please select up to **three** of the measures that you feel would **most benefit the community** in Zone 3 – Queen Charlton Lane Loop:

Provision of Recycling Bins in locations that are prone to litter and fly-tipping

Community Spaces along Staunton Lane and the Queen Charlton Triangle

Wayfinding along a Formalised Route within Queen Charlton

Formalisation of a New Walking Loop in Queen Charlton

Closure of Queen Charlton Lane to Motorised Through Traffic

Traffic Calming along Woollard Lane

Improvements to Public Rights of Way

I don't think any measures are needed

Other (please detail in question 5)

Zone 4 – Queen Charlton

Please select the measure that you feel would **most benefit the community** in Zone 4 – Queen Charlton:

- Improved Cyclist and Equine Awareness** along the road entering Queen Charlton
- Provision of Space and Furniture** near the entrance to Queen Charlton
- Wayfinding and Improvements to Public Rights of Way on Footpaths** leading from Queen Charlton
- I don't think any measures are needed**
- Other** (please detail in question 5)

Any other comments?

Do you have any other comments?

Please note: if your comment is about a measure you'd like to see included, please be specific about its zone or location.

Declaration

Please read the privacy notice provided and agree to this statement to take part in this survey.

I declare that the information I have provided is true, to the best of my knowledge. I understand that the information I have provided will be used as part of the survey process.

I have read the Council Privacy Notice and consent to the use of my personal data

Once completed, please return the form to:

Email: liveableneighbourhoods@bathnes.gov.uk

Post: Sustainable Communities, Bath and North East Somerset Council, Lewis House, Manvers Street, Bath BA1 1JG

Consultations and surveys Privacy Notice

(Data analysis by third party) – Liveable Neighbourhoods

The purpose of processing

The information below will help you to understand what we will do with the personal information that you have provided as part of the consultation process.

Please take a moment to read this and if you have any questions raise them with the team using the address at the bottom.

We are considering the introduction of new measures to improve people's lives in Bath and North East Somerset. This consultation form has been provided to allow you to engage in that consultation, though you may prefer to contact us by different means in relation to this consultation.

We seek your specific comments and feedback on the measures, and how they will directly affect you. We will engage with you, or raise your comments and potentially your details, within the council, to the extent that it is required to meet the purposes of the consultation or survey.

Data subjects

Members of the public participating in the public consultation process

Personal data

We may ask you for details that include:

Name

Address

Information in relation to the specific nature of the consultation or survey, such as the type of accommodation you occupy, your household's access to parking facilities and motor vehicles, and any other data that is required to fully assess the impact of our actions.

How is it used?

Any personal data that has been submitted will be received by the team running this consultation, who may engage directly with you to explore your comments, concerns or queries. We will also pass results to a professional third party who we have contracted to assist with the analysis of the data, to determine needs assessment and assist in project planning. Any data shared outside the council will be used for the purposes of understanding and analysing this proposed project only. The information may be shared with other services we provide, who may carry out actions to support you in dealing with the proposed changes, this may include: highways, financial support, community wellbeing, or legal services.

If you are raising a specific point that and the team considers it requires further investigation that may or may not be related to the consultation, such as a complaint or security matter, then it will be transferred to the relevant department for further investigation.

Profiling and automated decision making

Not applicable

Legal basis for using your data

GDPR condition relied upon for processing personal data:

Article 6.1 a - Consent

GDPR condition relied upon for processing special category data

Article 9.2 a - Explicit consent

Sharing of personal data with external recipients

In exceptional cases we may share your personal data and feedback with those listed below who may need to help us respond to your feedback. In some cases that may include your name and contact details.

Services within the council who may contact you regarding specific concerns beyond the scope of this consultation

Law enforcement or other authorities if required by applicable law

AECOM

How long is the personal data retained by the Council?

Personal data will only be retained for as long as it is needed for the purpose specified above, for as long as the duration of the project requires it, or as required by applicable law or regulatory requirements.

Questions or concerns?

Please email data_protection@bathnes.gov.uk

Appeals to the Information Commissioner's Office

If you are unhappy about the way we have treated your personal data, or feel we have not properly respected your data subject rights, you have the right to contact the [Information Commissioner's Office](#) (ICO) and tell them about this.

You can also contact the ICO by phone on **0303 1231113**.

KH
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