AECOM

Public engagement report

Church Street through-traffic restriction proposals August 2022

Bath and North East Somerset Council

August 2022

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Quality information

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Table of Contents

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 Church Street, Bath as part of its community-led Liveable Neighbourhoods (LN) programme.

The aim is to tackle anti-social driving and speeding on Church Street, which was identified as an issue during ongoing public engagement on the programme. Specifically, it aims to stop motorists using Church Street, which is a narrow residential street, to jump traffic queues on the main roads.

The restriction proposed is a modal filter on the road, such as a set of droppable bollards, that allows pedestrians, cyclists and people with pushchairs, wheelchairs and mobility scooters to pass through but not vehicles. Vehicle access to homes would be maintained by allowing access from either end or one end of the road (depending on a preferred option) along with adequate turning facilities.

The proposal is for a set of droppable bollards in one of two locations at either end of Church Street. Option 1 is located at St Thomas A 'Becket's Church with Option 2 at the junction with Ralph Allen Drive.

A full summary of the engagement is available online at https://beta.bathnes.gov.uk/church-street-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 Church Street and Prior Park 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 92 responses related to Church Street and Prior Park Road. 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 Church Street and Prior Park Road area 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 Church Street, where proposals for through-traffic restrictions have progressed ahead of other measures suggested by residents for each of the Liveable Neighbourhood areas.

This is because of the higher levels of support for through-traffic restrictions voiced by residents living 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 Church Street can be found in **Appendix 1.**

During August 2022, the council held a public engagement on the preferred option for traffic restrictions on Church Street (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 16 August 2022, at Widcombe Baptist Church, Pulteney Road (South), BA2 4JR, between 4-8pm. The event allowed people to discuss the proposals in more detail with a member of the project team.

The proposal was for a modal filter on Church Street (in this case a set of droppable bollards) that would stop motorists using this residential street to jump traffic queues on the main road network.

The modal filter was proposed for one of two locations at either end of Church Street:

- Option 1: at St Thomas A ‘Becket’s Church.
- Option 2: at the junction with Ralph Allen Drive.

The filter is designed to allow pedestrians, cyclists and people with pushchairs, wheelchairs and mobility scooters to pass through, but not vehicles. Vehicle access to homes is maintained by allowing access from either end of the road (option 1) or one end of the road (option 2), along with adequate turning facilities.

A full summary of the engagement is available online at https://beta.bathnes.gov.uk/church-street-through-traffic-restriction-proposal

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 provides a summary of the findings of this engagement.

1.4 The questionnaire

The council designed and hosted the questionnaire at https://beta.bathnes.gov.uk/church-street-through-traffic-restriction-proposal. A paper edition was available at events and on request.

The questionnaire enabled respondents to state their level of support for a modal filter at each location 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, however 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, 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

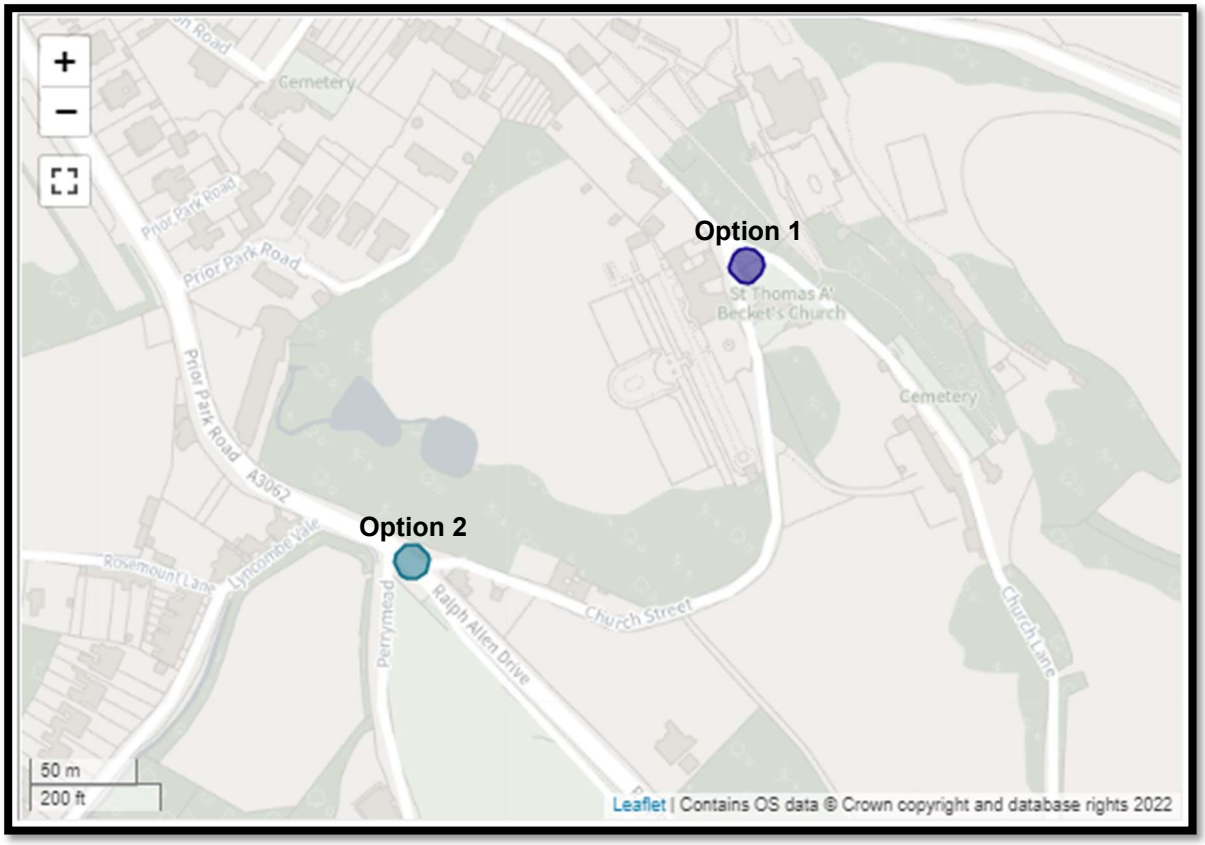
Hard copy respondents were not asked where they live, these respondents are only shown in the “All Respondents” column.

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 123 responses to the engagement. The proposed modal filters are located at either end of Church Street. Option 1 is located at St Thomas A 'Becket's Church with Option 2 at the junction with Ralph Allen Drive.



- 26 responses were from residents of Church Street;
- 93 responses are from respondents who live elsewhere; and
- 4 responses were from respondents who did not provide the basis of their interest in the area.

3. Analysis – Option 1 – St Thomas' Church

3.1 Level of Support

Respondents were asked if they support the proposed modal filter at St Thomas' Church. Overall, 76 people out of 123 responding to the questionnaire either supported the proposal or partially supported it and 47 people objected to it. There was very little difference in response between those that live on Church Street and those that live elsewhere. Out of the 26 people that stated they live in the area, 17 supported or partially supported the proposal, compared with 9 who objected. Out of 93 people that live elsewhere, 55 supported or partially support it while 38 opposed it. The responses are shown in **Table 1** below by residential location.

Table 1: Do you support the proposed modal filter on Church Street, between St Thomas's Church and Bathford House?

	Live on the road affected	Live elsewhere	All respondents
I support the proposals	15	41	60
I partially support the proposals	2	14	16
I object to the proposals	9	38	47
Base	**26**	**93**	**123**

3.2 Open ended comments

3.2.1 Objections to the proposal

In total, 49 respondents made a comment containing a negative opinion of the proposals. The most common issues raised by respondents are shown in **Table 2**. Many of these comments came from respondents who do not live on the affected road.

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

	Live on the road affected	Live elsewhere	All respondents
Will make traffic worse	1	14	15
Only benefits residents on Church Street	1	13	14
Disruptive for local residents	5	2	7
Disagree that it's a busy road	1	6	7
Will not solve parking issues	1	6	7
Will make parking worse	0	5	5
Problems are caused by other road restrictions	0	5	5
Will impact St Thomas Church	0	5	5
It will increase pollution	2	3	5
Church Lane residents would be trapped / emergency access concerns	3	0	3
Modal filter not necessary / needed	0	3	3
Modal filter is an eyesore	0	2	2
Would change the character of the street	1	0	1
General oppose	1	1	2
Base	**9**	**40**	**49**

The most common comments were that the proposals would increase traffic problems in the area (n=15) and that the proposal would only benefit a small number of people, of which are residents on Church Street (n=14). Both statements were mainly, but not exclusively, given by non-residents of Church Street.

> *"You are effectively making Church Street a private road. If the residents of Church Street want that then they can pay for the upkeep of the road. Why should the residents of Bath pay for the road when they have no access to it? All this proposal is going to do is make Widcombe and the roundabouts in front of the White Hart even busier. The traffic there is already overwhelming at times and Church Street in reality plays a part in alleviating that congestion. Just because the residents don't particularly like cars coming down their road, doesn't mean they have the right to cut it off to everybody else." (Object, Resident on neighbouring street)*

> *"There is already a problem with traffic backing up on Prior Park Road and delays from all directions at the roundabout at the base of Widcombe Hill. This proposal will only make traffic congestion on local roads worse" (Object, Resident on neighbouring street)*

7 respondents felt it would be disruptive for residents, 3 of those people also feared Church Street residents could be trapped especially if emergency access was required.

> *"Having lived on Church Lane for 30+ years, it's difficult enough getting deliveries, as well as access for friends and family. Adding bollards would make it considerably more difficult, and potentially dangerous in emergency situations. I don't think this proposal takes into consideration that residents are only a portion of the 'legal' traffic going down church street. Friends, family, lots of deliveries, and emergency services all need to be factored in" (Object, Live on affected road)*

7 respondents disagreed that Church Street is a busy enough road to require the modal filter, with five stating that parking is the issue and that the proposals do not solve this.

> *"How many vehicles use the road as a 'rat-run' and at what times? If very few and only at school-run times then blocking the road all day is too extreme an imposition...The main problem is pavement parking, and this will not be affected by your proposal. Large delivery vans will still need to pass, and many residents have very large 4x4 which are too wide for the road even if blocked" (Object, Live on affected road)*

> *"Neither of the 2 options proposed will stop cars parking on the pavement. There are stretches of Church Lane with parking bays marked but where the single lane left is too narrow for most traffic. Neither of the proposed options mentions changes to the parking places." (Object, Resident on neighbouring street)*

Small numbers of respondents made comments that the identified problems are caused by other road restrictions and showed concern that the modal filters would affect St Thomas' Church and increase pollution in the local area.

3.2.2 Supporting the proposal

Overall, 69 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 / cut through	11	17	28
Support Option 2 but prefer Option 1	6	13	20
Positively impacts residents (less noise / damaged cars etc)	9	7	18
Improves pedestrian safety	3	13	17
Will reduce traffic	3	9	12
Improves cycle safety	1	8	9
Improves road / journey safety (unspecified)	4	4	8
Allows easy access to the church	1	5	6
Encourages reduced car use	0	4	4
Reduces pollution	1	1	2
Support Option 1 but prefer Option 2	0	2	2
Support either option / no preference	0	1	1
Allows easier access for emergency vehicles	1	0	1
General support	0	3	4
Base	**16**	**49**	**69**

28 out of 69 respondents leaving comments supporting the proposal felt it would prevent rat running along the street. This was said by both residents of the street and elsewhere. Some of these comments also mentioned the speed of cars travelling along the road and the narrowness in places.

> *"The parking restrictions have made the road much more pleasant and usable, but they have had the negative impact of increasing the number of cars using it as a rat run, exacerbated by the clean air zone as we are the last street to cross before entering. A bollard would prevent this and make it a much safer road for our children. As well as the road being narrow, the pavement is very narrow, and we often have to walk in the road. By the church there is no choice but to walk in the road where there is no pavement. this is the point that cars go very fast. The bollard being cited by the church is ideal as it gives vehicles a chance to turn around either side" (Support, Live on affected road)*

> *"This is the solution we have been waiting for. This should stop Church Street being used as a rat run and allow the residents to access their properties in peace. It allows ease of access for emergency services, rubbish and recycling and deliveries. It also allows easy access for those accessing the Church" (Support, Live on affected road)*

“There are too many cars driving too fast who are using Church Street as a rat run. This suggestion will stop that and make Church Street safer for children, pedestrians, etc” (Support, Live on affected road)

20 respondents specifically mentioned their preference for the modal filter to be at the Church end of the street (option 1) as opposed to at the junction with Ralph Allen Drive. Reasons given included signage and the amount of space for cars to make turns if necessary.

“Option 1 is by far the best option. The turning spaces are much better & more practical. It also evens out traffic either side of the bollards. The Widcombe Hill side is narrower (with several very tight pinch points) and has more parked cars so the less 3rd party traffic along this section the better, the safer and the less damage to our cars. Option 2 seems highly impractical with a very tight turning point which larger vehicles will find very difficult to use - no doubt causing a nuisance and possible damage to the house that fronts onto this turning point as well as vehicles needing to mount the path on the opposite side where the bench is located” (Support, Live on affected road)

“Fully endorse Option 1 for a droppable bollard to prevent Church Street being used as a 'rat-run' - but to also to enhance the local environment for visitors and residents alike. Option 2 is not practicable - given that current signage is mostly ignored by motorists (frustrated drivers will have to turn back - with some considerable difficulty). Moreover, the 'turning point' is just too small and hazardous given the close proximity to the busy traffic on Ralph Allen Drive.” (Support, Live on affected road)

27 respondents mentioned the modal filter would improve safety, for pedestrians (n=17), cyclists (n=9) or just in general (n=8). The primary reasons for this were the reduction in traffic on the road and improved access to nearby amenities such as the National Trust and the church.

“I think this is a great idea. Church Street could be a very nice low traffic route for walkers and cyclists but is currently often unpleasant due to parking and cars using it as a through route.” (Support, Resident on a neighbouring street)

“Rat running drivers and pavement parking make it dangerous for pedestrians to access the National Trust land at the head of Church Lane. Removing through traffic is essential.” (Support, Live elsewhere)

“I regularly use Church Street as a pedestrian to access Prior Park Landscape Garden and the Bath Skyline walk… Preventing through traffic on this narrow road will reduce the likelihood of speeding vehicles and will result in a reduced volume of traffic making it safer pedestrian route” (Support, Live elsewhere)

3.2.3 Suggested changes

In the comments provided, 24 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
Suggest the church have a key for the bollards for funerals / disabled drop offs	0	5	5
Ability to lower proposed bollards is essential for the National Trust, refuse collection and emergency access	3	1	4
Install traffic calming measures	1	2	3
Query the practicality of the scheme	0	3	3
Other organisations / emergency vehicles to be allowed to lower bollards	1	1	2
Suggest residents parking to alleviate traffic	1	1	2
Church Street residents should fund the modal filters themselves	0	2	2
Residents should have ability to lower the bollards	1	0	1
Suggest introducing a one-way section running northwards from the church to Widcombe Hill	1	0	1
Use ANPR cameras for access / enforcement	0	1	1
Allow residents / Emergency vehicle access only	0	1	1
Suggest Rosemount Lane should be closed to traffic as well	0	1	1
Suggest Greenway Lane should be closed to traffic as well	0	1	1
Suggest additions, such as continuous footways / tables on Prior Park Road / Ralph Allen Drive / Widcombe Hill	0	1	1
Suggest tackling other pressing issues	0	1	1
Base	**6**	**18**	**23**

5 respondents mentioned that it was important for the church to be able to gain access to the bollards to allow access for guests to weddings, funerals etc. with four respondents feeling it was important for the National Trust and emergency vehicles to have access too.

"My only caveat is that the church (St Thomas a Becket's) and the National Trust should have a pass code or key to open the barrier. The church requires this in particular for funerals and weddings" (Partially support, Live elsewhere)

"Happy in principle as long as parking for the many elderly church members is protected and the church has the ability to temporarily move bollards for funerals and wedding cars etc" (Partially support, Work in the area)

3 respondents felt that other traffic calming measures would be a better way to control traffic on the road, such as traffic lights, sleeping policemen or a one-way system.

> *"Instead, we would recommend that Church Street is made a one-way road, and that traffic calming measures, such as width restrictions, are introduced to reduce the size of vehicles and the speed limit to 20 miles per hour." (Don't support, Live on neighbouring street)*

Other nearby locations were specifically mentioned as also requiring traffic calming measures, these were:

- Rosemount Lane;
- Greenway Lane;
- Prior Park; and
- Widcombe Hill.

4. Analysis – Option 2 – Ralph Allen Drive

4.1 Level of Support

Respondents were asked if they support the proposed modal filter at the junction with Ralph Allen Drive. 81 out of 123 respondents (two-thirds) objected to it, while 42 out of 123 either supported or partially supported it. The responses are shown in **Table 5**, by residential location.

Table 5: Do you support the proposed modal filter at the bell mouth of Ralph Allen Drive ad Church Street?

	Live on the road affected	Live elsewhere	All respondents
I support the proposals	1	28	29
I partially support the proposals	4	9	13
I object to the proposals	21	56	81
Base	**26**	**93**	**123**

4.2 Open ended comments

4.2.1 Objections to the proposal

In total, 68 respondents made a comment containing a negative opinion of the proposals. The most common issues raised by respondents are shown in **Table 6**. Many of these comments came from respondents who do not live on the affected road.

Table 6: Count of comments objecting the proposals by respondent location

	Live on the road affected	Live elsewhere	All respondents
Will make the road more dangerous as there will be more pinch points	6	13	20
Will make traffic worse	4	15	19
Insufficient space to turn around at the end of Ralph Allen Drive	8	7	16
Disruptive for local residents	7	6	13
Only benefits residents on Church Street	2	9	11
Will impact St Thomas Church	1	8	9
Modal filter not necessary / needed	3	5	8
Lack of access for emergency services	3	4	7
It will increase pollution	2	3	5
The road is only used as a rat run due to other council road restrictions	0	3	3
Would change the character of the street	1	1	2
Church Lane residents would be trapped / emergency access concerns	1	1	2
Will not solve parking issues	1	1	2
Disagree that it's a busy road	0	1	1
Modal filter is an eyesore	0	1	1
General oppose	2	2	4
Base	**22**	**45**	**68**

The most common comments were that the proposals would make the road more dangerous due to the increased number of pinch points (n=20) and that it will make traffic worse (n=19). These statements were mainly, but not exclusively, given by non-residents of Church Street.

"every car entering Church Street has to do a 3-point turn manoeuvre - not only is this more polluting than driving out the other side for example, it may also double the amount of resident vehicle flow past people's houses & cause congestion as some cars are entering & others are trying to leave" (Object, Live on affected road)

"this approach would force all traffic, residents, deliveries, etc to access the street from the narrowest end of the street, with a couple of serious pinch points it could cause blockages and likely to increase the risk of damage to residents' cars. I would be very uncomfortable with this option; it has potential to make things worse rather than better." (Object, Live on affected road)

"It is the least practical of the options and would still result in all the local traffic having to negotiate the narrow roadway along Church Street which the scheme is seeking to reduce" (Object, Resident on neighbouring street)

16 respondents stated that the modal filter would create insufficient room to manoeuvre at the end of Ralph Allen Drive, causing issues for vehicles turning around. Of those 16, 6 made a comment about the disruption the modal filters would cause to residents.

"The proposed turning area at the Prior Park Road junction is small, inadequate and potentially dangerous with the likely problem of vehicles turning at this junction straying onto Prior Park Road itself where traffic passes at considerable speed" (Object, Live on affected road)

"It would increase the traffic and pollution on Prior Park road significantly and make it really difficult for us local residents" (Object, Resident on neighbouring street)

11 respondents stated that the modal filters on Ralph Allen Drive would only be beneficial to residents on Church Street, whilst 9 respondents shared their concern that St Thomas' Church would be negatively affected and 7 shared their concern that emergency vehicle access would be impeded if the modal filters are implemented.

"this just pushes traffic into other busy streets. Does not provide a Liveable neighbourhood for the majority, just a privileged few. Not fair" (Object, Resident on neighbouring street)

"This is totally counterproductive for those wanting to visit anyone in Church Street or St Thomas's Church. This would prohibit those of us who actually live in Widcombe parish across Prior Park road attending our parish church unless we drove considerable extra miles through Widcombe or via Claverton Down Road. Sadly those of us with mobility problems would be disadvantaged the most with this option and lack of access" (Object, Resident on neighbouring street)

"Even though you are proposing that emergency services have a key to the droppable bollards in option 1 and 2 we have serious concerns that the police or emergency services may not get to us quickly enough if the key is not immediately to hand. We find the idea of being 'locked in' in the midst of an emergency extremely frightening. This proposal is supposedly part of B&NES 'liveable neighbourhood programme' but it could in effect be a death trap" (Object, Live on affected road)

4.2.2 Supporting the proposal

Overall, 53 respondents made a supporting comment about the proposals. **Table 7** shows the most frequently given comments that would support the business case for the proposal.

Table 7: Count of comments supporting the proposals by respondent location

	Live on the road affected	Live elsewhere	All respondents
Support Option 2 but prefer Option 1	9	13	22
Stops rat running / cut through	1	12	13
Support either option / no preference	0	8	8
Will reduce traffic	1	6	7
Improves pedestrian safety	0	5	5
Improves road / journey safety (unspecified)	0	4	4
Positively impacts residents (less noise / damaged cars etc)	0	3	3
Improves cycle safety	0	2	2

Encourages reduced car use	0	2	2
General support	0	3	3
Base	**10**	**43**	**53**

The most common comment was that respondents, although supportive of Option 2, did actually prefer Option 1 (n=22), whilst some respondents commented that they supported either option or did not have a preference (n=8).

"I fully support the St Thomas proposal as there is more turning space either side of the church. However, if the St Thomas option is not selected, I would support the Ralph Allen Option to ensure there was some kind of traffic management system installed to stop the through traffic on Church Street" (Partially support, Live on affected road)

"I'm not too concerned about location of dropping bollards, just so long as they go in" (Support, Resident on neighbouring street)

Thirteen comments stated that the modal filters would be successful at stopping rat running and seven respondents felt the modal filter would reduce traffic overall.

"A physical barrier would ensure that the restriction on through traffic is observed and that short-cutting from Widcombe Hill to/from Prior Park Road/Ralph Allen Drive is eliminated. This would benefit residents of Church Street and parts of Widcombe Hill and also those walking and cycling in the area" (Support, Resident on neighbouring street)

"I live nearby in Widcombe, and we are using Church lane mainly for walking. The introduction of bollards should reduce traffic and make the street much nicer to walk along" (Support, Resident on neighbouring street)

Eleven respondents commented on the improvements this would have on safety, including pedestrian safety (n=5), cycle safety (n=2) and general improvements to road and journey safety (n=4).

"It returns the route to being for access only, rather than as a cut-through for which it is not suitable. This will lower traffic levels and increase safety" (Support, Visitor to the area)

"A physical barrier would ensure that the restriction on through traffic is observed and that short-cutting from Widcombe Hill to/from Prior Park Road/Ralph Allen Drive is eliminated. This would benefit residents of Church Street and parts of Widcombe Hill and also those walking and cycling in the area … Removing through traffic would improve the experience of using Church Street for active travel and encourage others to do so" (Support, Resident on neighbouring street)

4.2.3 Suggested changes

In the comments provided, 12 respondents also suggested changes to the proposal which they would like to see included or as an alternative.

Table 8: Count of comments with suggestions for changes to the proposals

	Live on the road affected	Live elsewhere	All respondents
Install traffic calming measures	0	5	5
Church Street residents should fund the modal filters themselves	0	2	2
Use ANPR cameras for access / enforcement	1	1	2
Query the practicality of the scheme	0	1	1
Suggest additions, such as continuous footways/tables on Prior Park Road / Ralph Allen Drive / Widcombe Hill	0	1	1
Residents should have ability to lower the bollards	1	0	1
Install better signage	0	0	1
Base	**2**	**9**	**12**

Suggestions were mainly, but not exclusively, given by respondents who do not live on the road affected. The most common suggestion was to install traffic calming measures, such as traffic lights, one-way systems and sleeping policemen (n=5). Two respondents suggested installing ANPR cameras as an alternative to the modal filters to enforce speeding.

> *"We do not think it appropriate to restrict through traffic in Church Street, as this will simply push traffic onto other roads in the neighbourhood. Instead, we would recommend that Church Street is made a one-way road, and that traffic calming measures, such as width restrictions, are introduced to reduce the size of vehicles and the speed limit to 20 miles per hour" (Object, Resident on neighbouring street)*

> *"Church Road has been No Motor Vehicles except for access for decades … would it not be possible to enforce this by siting cameras at each end and fining vehicles that from elapsed time have clearly just driven through. They would soon stop using the route if they got a hefty fine every time. It would also stop motorcycles illegally using the road (assuming the cameras can be positioned to catch their number plates) which the proposed bollards will not" (Support, unknown)*

A small number of respondents suggested that residents should fund the modal filters themselves if they feel it is a necessary addition (n=2).

5. Designers Response

5.1 Response to suggested changes

There was more support for option 1 compared to option 2. Below is a list of concerns or suggested amendments requested by residents to be made to option 1 of 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 Church Street and the Prior Park Road area. See www.bathnes.gov.uk/yourLN

5.1.1 Modal filter access

There were several comments relating to the type of bollard used to allow access for the National Trust, emergency vehicles, refuse collection and church drop off for funerals and disabled drop offs.

The bollards proposed in the scheme will be droppable bollards and will allow access to for the National Trust, emergency vehicles and refuse collections as well as the Church.

5.1.2 Practicality of the scheme

There were some queries into the practicality of the scheme.

The scheme has been carefully designed and we do not foresee any issues around the practicality of it in this location. The bollards proposed in the scheme will be droppable bollards and will allow access to for the National Trust, emergency vehicles and refuse collections as well as the Church.

5.1.3 Resident's parking

Residents parking was suggested for the area to alleviate traffic.

There is already a residents parking scheme in place.

5.1.4 Funding

There were a couple of comments suggesting Church Street residents should fund the modal filters themselves.

This is part of the Liveable Neighbourhood Project which is funded by B&NES.

5.1.5 Traffic Calming

There were suggestions to install traffic calming measures along Church Street.

The scheme aims to restrict the though traffic along Church Street. While speed bumps slow traffic down, they will not reduce through traffic. The modal filter proposed should see a reduction in vehicles driving along Church Street and should also reduce the speed at which people drive. However, further traffic calming could be implemented should a trial of the experimental TRO proceed and monitoring suggests that speeding still needs to be addressed.

5.1.6 Pedestrian crossings

There are some suggestions for continuous footways at the junctions of Prior Park Road, Ralph Allen Drive and Widcombe Hill.

This scheme is proposed to tackle speeding and through-traffic on Church Street. However, we acknowledge there is support for improved pedestrian safety. This could be addressed through other schemes in future or included in the wider LN programme for Church Street and Prior Park Road area. See www.bathnes.gov.uk/yourLN

5.1.7 ANPR cameras

ANPR cameras were suggested to help reduce through traffic along Church Street, instead of the modal filter.

ANPR cameras would allow only residents to drive through Church Street, but this would be challenging to enforce and could raise issues around other vehicles being used on Church Street to visit homes and the church. The modal filter would still allow visitor traffic to the area but stop through traffic.

5.1.8 One-way streets

A one-way section northward from the church to Widcombe Hill was suggested.

This would only stop southbound through traffic whereas the modal filter will stop both northbound and southbound traffic.

5.1.9 Closure of other streets

There were suggestions to also close Rosemount Lane and Greenway Lane to traffic.

This scheme is a through-traffic proposal for Church Street. There may be more schemes in the future to look at improving other areas such as Rosemount Lane and Greenway Lane. For instance, they could be included in the wider LN programme for the area.

5.1.10 Other issues

There were concerns that there are other, more pressing issues in the area.

Following the public engagement consultation in December 2021, the main concern was through traffic. The modal filter aims to tackle this issue; however, we acknowledge there is support for more improvements in the area and these could be addressed through other schemes. Please review the suggestions put forward for improving the area in the wider LN Programme for Church Street and Prior Park Road area at www.bathnes.gov.uk/yourLN

Appendix 1 – Concept Design Report for Through Traffic Restriction Proposal (Church Street), July 2022

Area 07 - Concept design report for through-traffic restriction proposal, Church Street July 2022

Pilot Scheme

Bath and North East Somerset

8th July 2022

Delivering a better world

Quality information

Prepared by	Checked by	Verified by	Approved by
AS - Graduate Engineer TB – Civil Engineer	AM – Senior Engineer	CB – District director	CB – District director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
P01	13/05/2022	First Revision			
P02	17/05/2022	Revised for Client's comments			
P03	20/05/2022	Revised for Client's comments			
P04	08/07/2022	Revised for Client's comments (Heritage input)	LD	LD	Principal Engineer
P05	18/10/2022	Client's comments			

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Table of Contents

Figures

Tables

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 Church Street and the potential interventions proposed to address the current motorised through traffic problem. At this stage, Church Street is identified as one of five Pilot Projects, which will result in temporary experimental interventions being introduced.

A further engagement process will take part in the coming months to identify issues, ambitions and residents' proposals for the wider area around Church Street, including Prior Park Road, Widcombe Hill junction, the A3062, and the Widcombe Parade/ Widcombe Hill roundabouts.

This document provides:

- The details on the current situation within Church Street (Section 2.1).
- A summary of the outputs of the public consultation carried out in October 2020 (Section 2.2)
- The key issues and ambitions for the areas identified within the original Liveable Neighbourhood application and the public engagement undertaken in winter 2021 (section 2.4)
- Descriptions of the solutions identified by AECOM to address said issues and meet the ambitions (sections 3.1 & 0)
- The outstanding information needed to develop, implement, and monitor the scheme (sections 3.1.8 & 3.2.8)

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 and section 0 of this report. Several other options were considered during this design stage and discounted but not developed for reasons which are outlined in section 4. of this report. 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

2.1 Description of the area

The scheme covers the residential area of Church Street which is situated to the south east of Bath city centre. Church Street is located south of Widcombe Hill and north of Prior Park Road/Ralph Allen Drive (A3062). Church Street is a 20mph non-through road providing access to St Thomas Church and to the residential properties along Church Lane and Church Street.

Figure 1: Overview of Area

2.1.1 Heritage and Conservation Implications

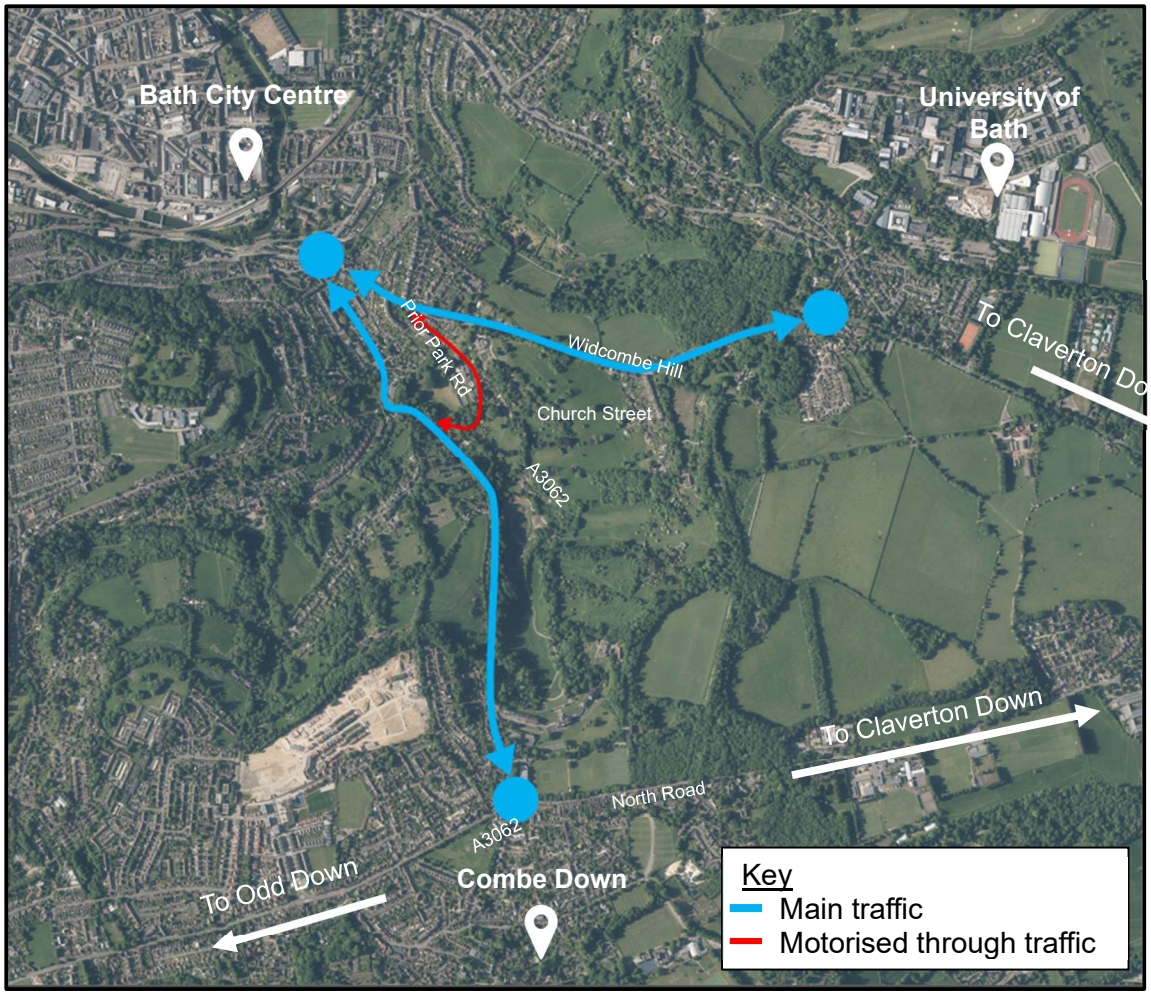
Church Street is part of a conservation area and located within Historic Park and Gardens. The close vicinity includes Grade I and II listed buildings.

2.2 Current Challenges

Several issues have been raised throughout the engagement process:

There have been anecdotal reports of motorised vehicles using this route to avoid the queues on A3062, Prior Park Road/Ralph Allen Drive and Widcombe Hill, as shown in Figure 2 below, despite current restrictions. These problems appear to be more acute during the morning and evening peak hours. There is currently a signed legal traffic restriction established with signs at both end of Church Street; this informs the motorist that the road is for residents' access only, but residents report a lack of enforcement, and compliance.

Figure 2: Current understanding of traffic movements



Narrow carriageway width and two-way traffic.

The carriageway width along Church Street is as narrow as 2.2m in places, which is extremely sub-standard for two-way traffic. This is shown in Figure 3. Using Manual for Streets guidance a minimum width of 5.5m is recommended for two-way streets.

Figure 3: Narrow Section along Church Street

Poor accessibility due to pavement parking.

Due to the narrow carriageway width, vehicles are parked, on sections without waiting yellow line restrictions, partially on the footways, as seen in Figure 4 below, in effect negating any pedestrian provision and limiting the accessibility and inclusivity of the route. Residents report doing so to avoid the risk of their cars being damaged by passing traffic. This then results in pedestrians walking in the carriageway.

Figure 4: Pavement Parking along Church Street

2.3 Potential for improvement

There is currently potential to introduce additional measures to prevent motorised through traffic passing through this area by means of a physical intervention, i.e., a modal filter. Removing through access along Church Street will stop non-residents from using the street inappropriately. With fewer vehicles using these roads, residents may be less likely to feel the need to park on the footways, thus returning this road space to pedestrians. Any continued issues with pavement parking along Church Street raised by residents can be addressed in the wider liveable neighbourhood programme.

2.4 Community Steer

Church Street and Prior Park Road were 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 *'placement of bollards to prevent rat running and increase church drop off space'.*

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 5.8 in the report for further detail).

1) Improved infrastructure for pedestrians and cyclists
2) Safety crossings
3) Traffic routing - closures

Figure 5 and Figure 6 highlight the connection to the area and overall sentiment for interventions to be installed. The response was predominantly from residents and only 3% were against any interventions going in.

Figure 5: Summary of Area 7 participants' connection to the area (multiple-choice question). Extract from engagement in December 2021

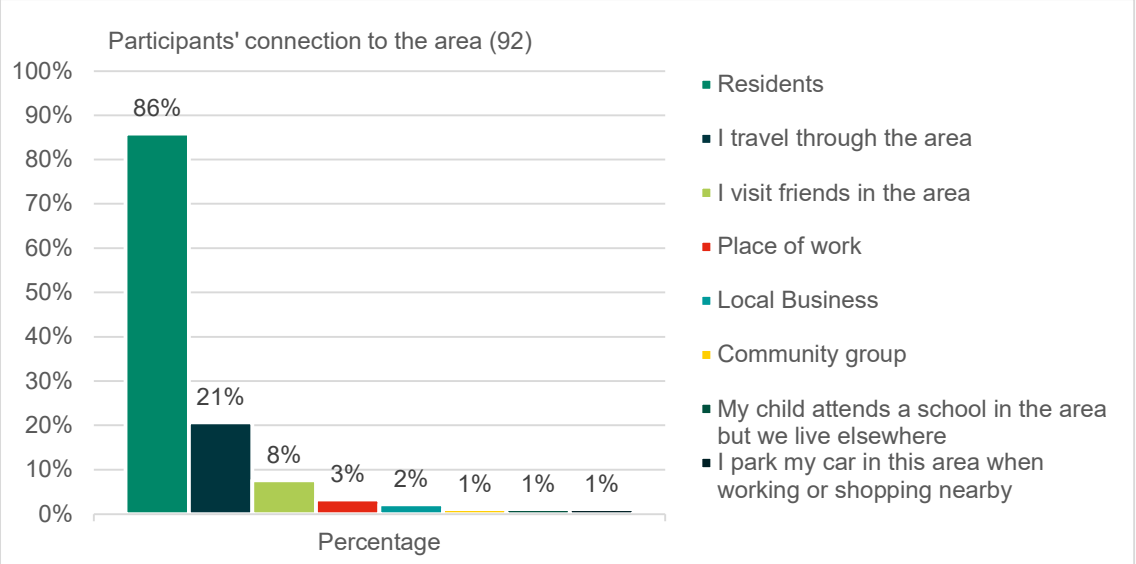


Figure 6: Summary of sentiments of Area 7 responses (87). Extract from engagement in December 2021

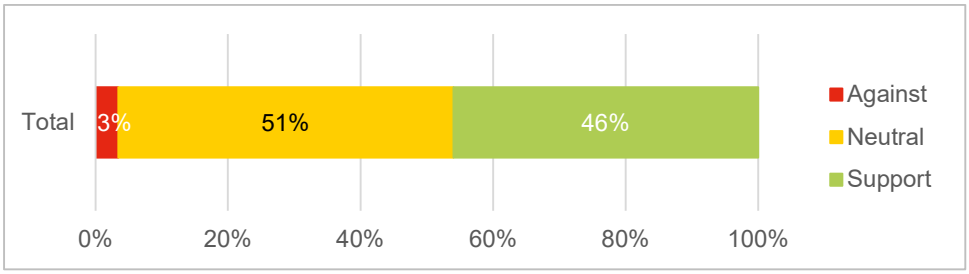


Figure 7 and Figure 8 below identify through traffic (and the associated school run) as the main issues impacting the community and this was backed overwhelmingly by support for the introduction of measures to restrict movements of through traffic with motor vehicles.

Figure 7: Summary of Area 7 transport related problems (multiple-choice question). Extract from engagement in December 2021

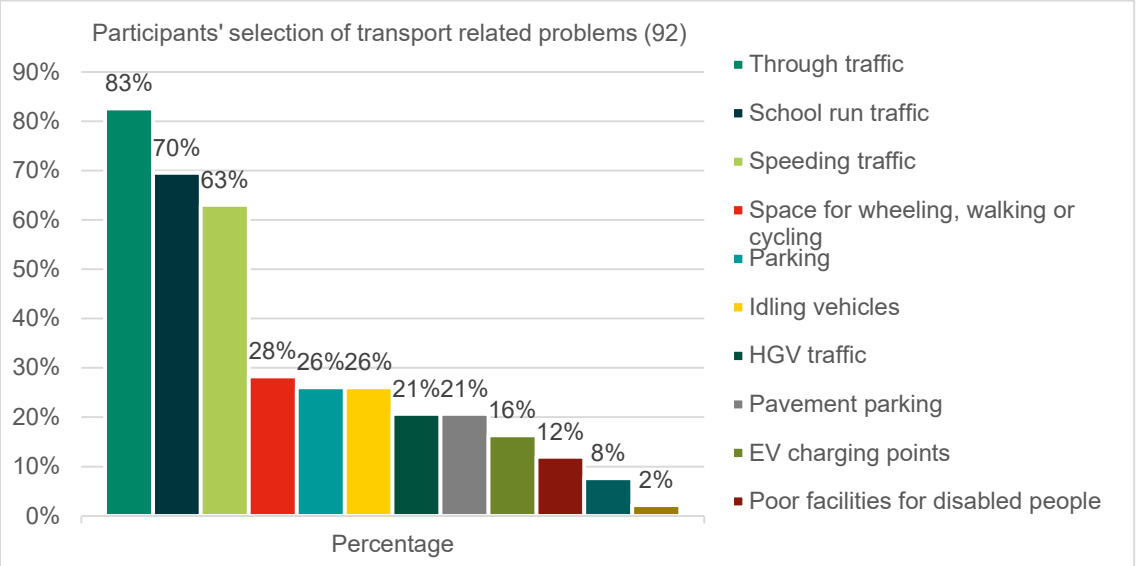


Figure 8: Summary of Area 7 participants' selection of measures with greatest impact (multiple-choice question). Extract from engagement in December 2021

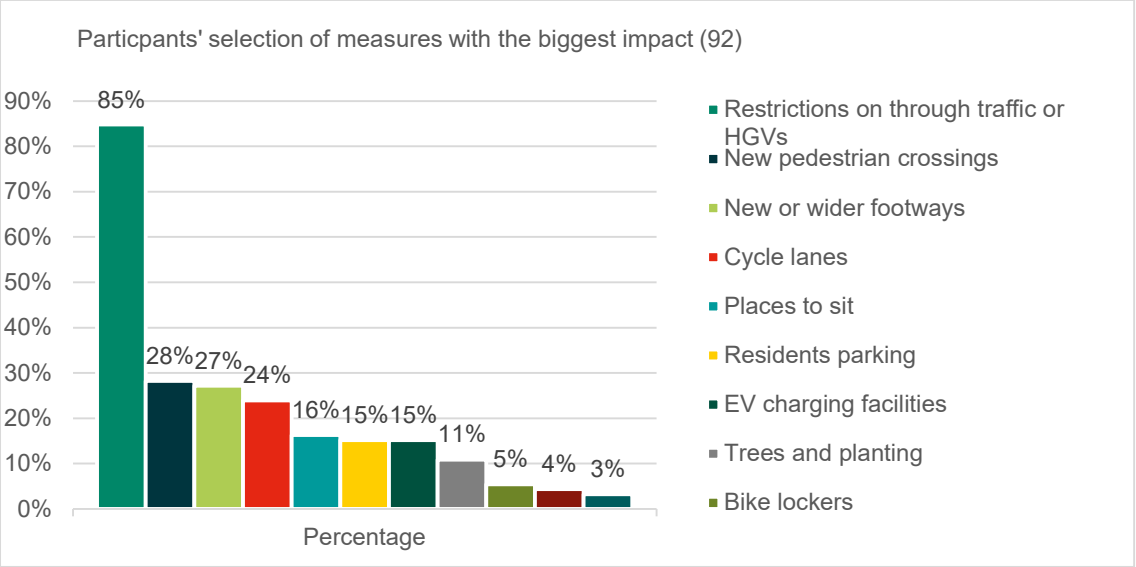


Table 1: Summary of Area 7 responses to Q6 'Any other comments?'

Theme	Summary of responses to 'Any other comments?'	Number of comments
Roads	Restrictions Comments that restricting access of through traffic should be considered, Suggestions include Church Lane, Church Street, Greenway Lane, and Rosemount Lane.	31
	Traffic calming measures Comments that traffic calming measures should be considered on busier roads, suggestions include speed cameras, reducing the speed limit and speed bumps.	15
	One-way Comments that consideration should be given to making roads one-way, with particular reference to Rosemount Lane.	6
	Clean Air Zones (CAZ) Comments that traffic has worsened on Rosemount Lane, this is considered to be a result of the CAZ scheme.	4
Traffic	Issues Comments that the area experiences traffic related issues, with the most commonly referenced issues being School traffic and through traffic.	38
	Pollution Comments stating that traffic issues within the area creates pollution and negatively impacts air quality.	9

Complimenting the removal of through vehicle movements overall, there is support for bicycle and pedestrian infrastructure, along with safer crossings and traffic routing restrictions. These additional components will be explored as part of the co-design project, with further detail on aspects outlined in Section 3. Following local support and endorsement from local Ward Members, Church Street was chosen as one of five initial Pilot Projects, which will see interventions accelerated associated with the through route controls.

3 Proposals

3.1 Modal Filter by St Thomas's Church – Option 1

3.1.1 Description

The proposal introduces a modal filter on Church Street, between St Thomas Church and Bathford House. The proposed location can be seen below in Figure 9 and Figure 10. Either side of the modal filter there is sufficient space for vehicles to carry out a three-point turn in front of the modal filter and no loss of parking is expected in order to accommodate this, see Figure 11 and Figure 12. The positioning of the modal filter allows residents to access either Widcombe Hill or the A3062 and retains access to St Thomas' Church from both directions. The type of modal filter will be identified following further engagement with the local community, to provide a solution tailored to their needs and the setting. Some examples of 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. 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, for instance the National Trust.

Additional waiting restrictions may be required to preserve the turning area. To warn motorists of the modal filter ahead, new signage will need to be provided at both entrances to Church Street, partially replacing the existing signs. 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 9: Proposed location of modal filter on Church Street

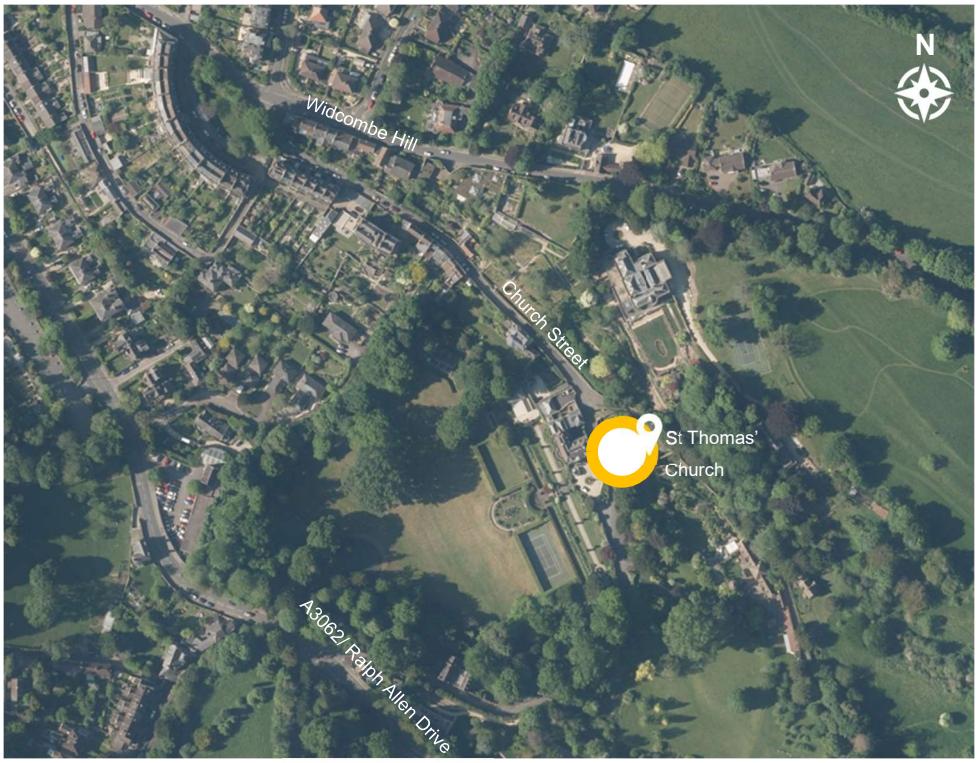


Figure 10: Alternative view of proposed location of modal filter on Church Street

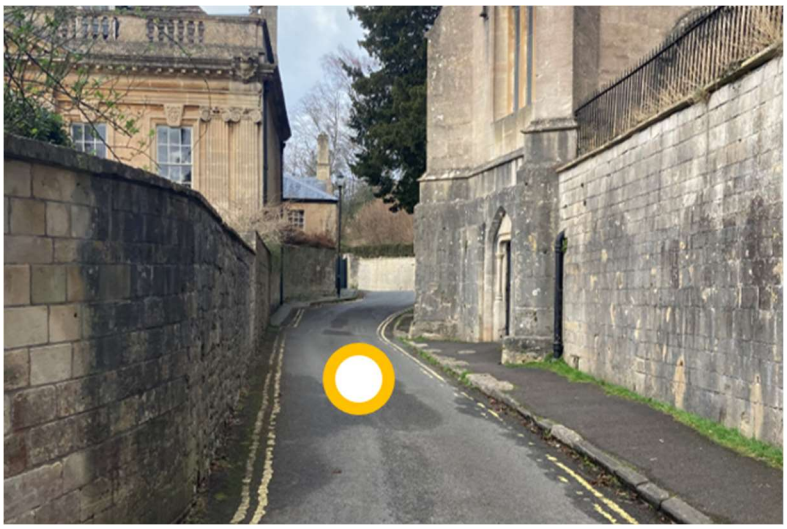


Figure 11: Area South of the proposed modal filter location

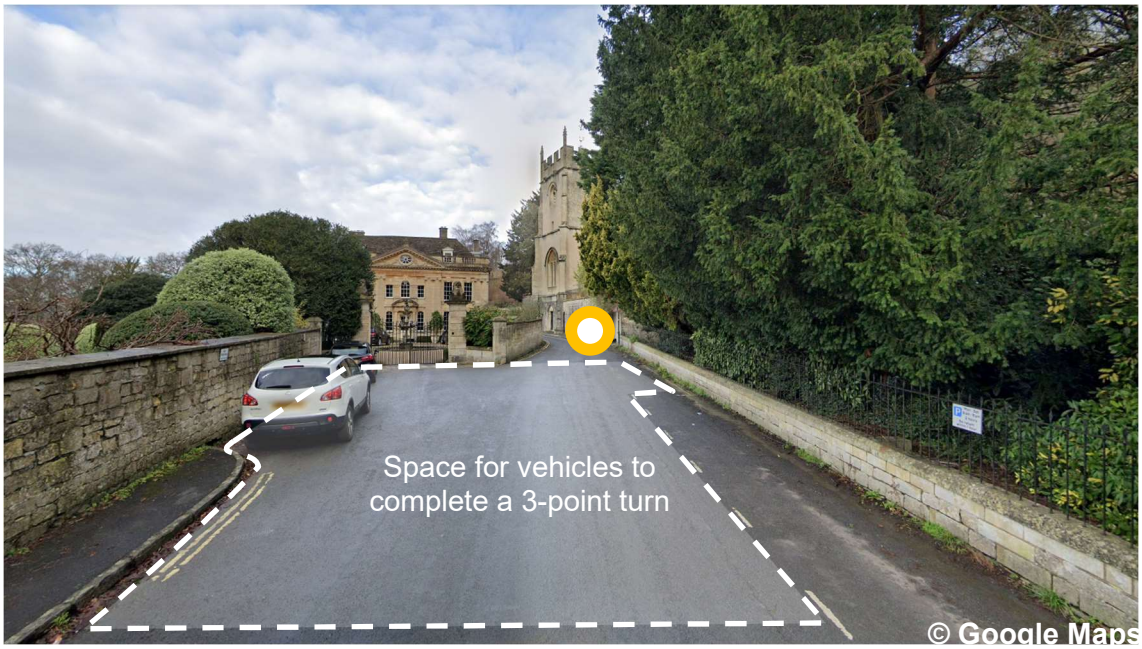
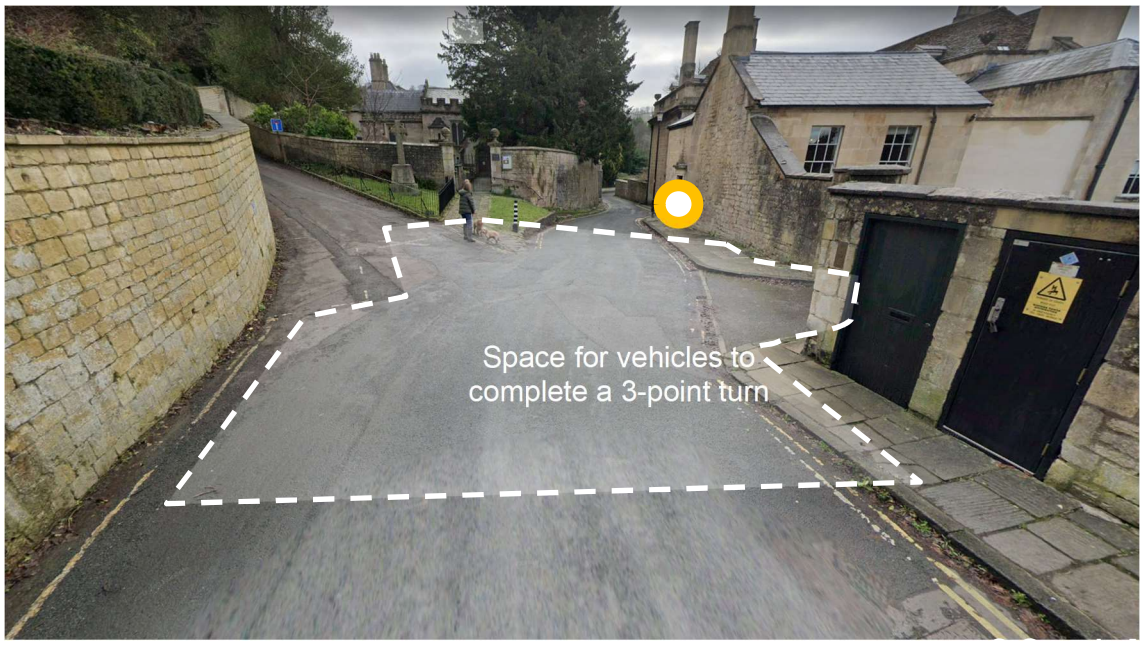


Figure 12: Area North of the proposed modal filter location



3.1.2 Cost of works

In 2022, the estimated cost for this scheme is **£7,500** for the design and installation of the intervention. The cost has been determined with the use of SPONS handbook 2022 and previous costs of similar projects. The cost at this stage is for indicative purposes only and may vary dependant on final scheme choice.

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 the implementation to determine if the intervention should be made permanent. Timings for the implementation are subject to further public consultation and availability of contractor to complete the works. The timescale may also be affected by the final scheme choice and by the delivery of other schemes in the local area.

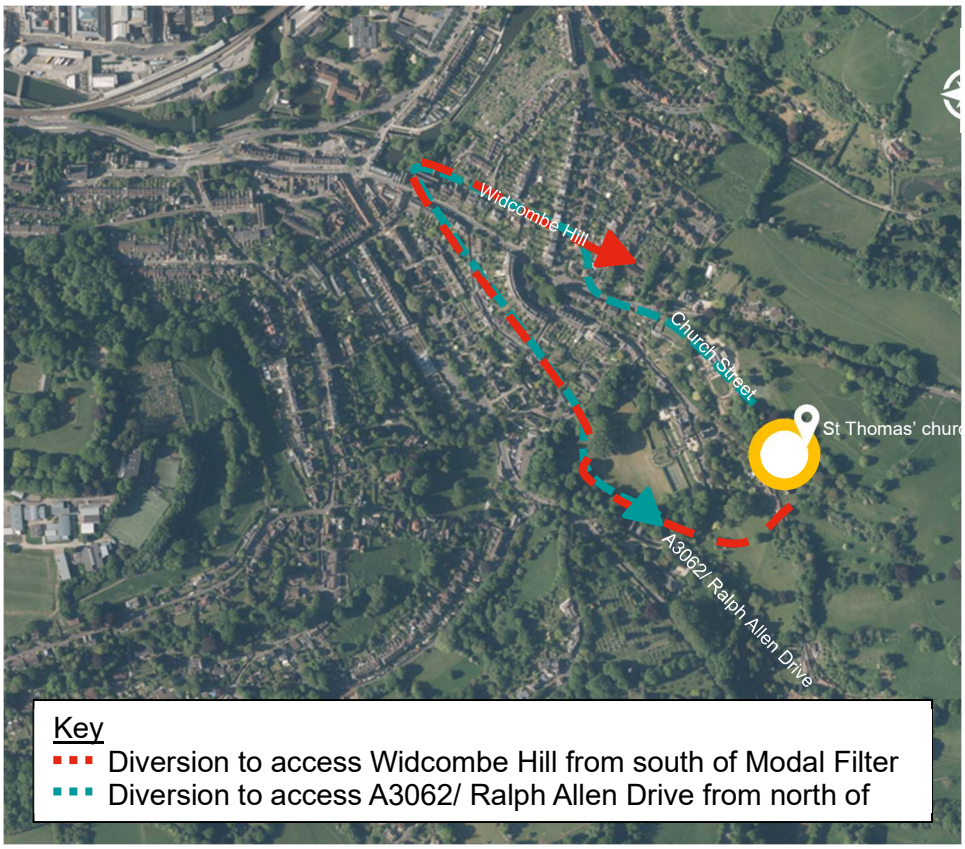
3.1.4 How improvements Meet the community steer

The modal filter in the road will provide a permeable filter which allows access for pedestrian and cyclist whilst restricting the movements of motorised vehicles. This will provide a more suitable environment for pedestrians and cycle users along this route in addition of the reduced vehicle movements from through traffic. This proposal addresses priorities 1, 2 and 3 from section 2.4, which were identified as through traffic, school run traffic and speeding traffic see Figure 7.

3.1.5 Diversionary Impacts for Residents

Residents entering Church Street will have to carry out a three point turn at the modal filter to exit the street from the same side junction they used to enter. The diversions to residents either side of the Modal filter can be seen in Figure 13. This will add time/distance to some residents' trips. This will increase movements at the junctions at either end of Church Street.

Figure 13: Diversionary impacts as a result of Church Street modal filter



3.1.6 Opportunities to reclaim Space for the local community

The reduced through traffic in the area will encourage residents to park within the road space without encroaching the footways, resulting in this space being reclaimed back for use by pedestrians. There may be potential to review the current waiting restrictions and space to identify if some space can be reallocated to other users.

3.1.7 Diversionary Impact for others

The introduction of the modal filter will force those currently using the route to return to the other routes in and out of the city. This may place added strain on those roads, and particular the Widcombe Hill/Prior Park Road junction. The scale of this diversion 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 by residents during the wider liveable neighbourhood programme.

3.1.8 Key data required for scheme completion

Table 2: Key Data required for Church Street 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. For comparison the counts before and after the intervention is put in place will provide a metric to measure the success of the intervention.

Data Required	Justification for Data
Origin and Destination information	This data would allow the design team to obtain a better understanding of vehicle 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.

3.2 Modal Filter at Ralph Allen Drive Junction – Option 2

3.2.1 Proposal description

The introduction of a filter is proposed at the bell mouth of Ralph Allen Drive and Church Street as an alternative option 1 in section 3. The proposed location can be seen in Figure 14 and Figure 15 below. This location provides an opportunity for vehicles to carry out a three-point turn on Church Street, while preventing access to Church Street from Ralph Allen Drive. The space occupied by the modal filter is near an existing bench and bus stop and could be revitalised with the inclusion of planters, parklets, benches with the addition of green space to provide a community space for residents in the surrounding area.

The type of modal filter will be identified following further engagement with the local community, to provide a solution tailored to their needs. Some examples of 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. 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, for instance the National Trust.

Additional waiting restrictions may be required to preserve the turning area. To warn motorists of the modal filter ahead, new signage will need to be provided at both entrances to Church Street, partially replacing the existing signs. 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.

Figure 14: Proposed location of modal filter on Church Street

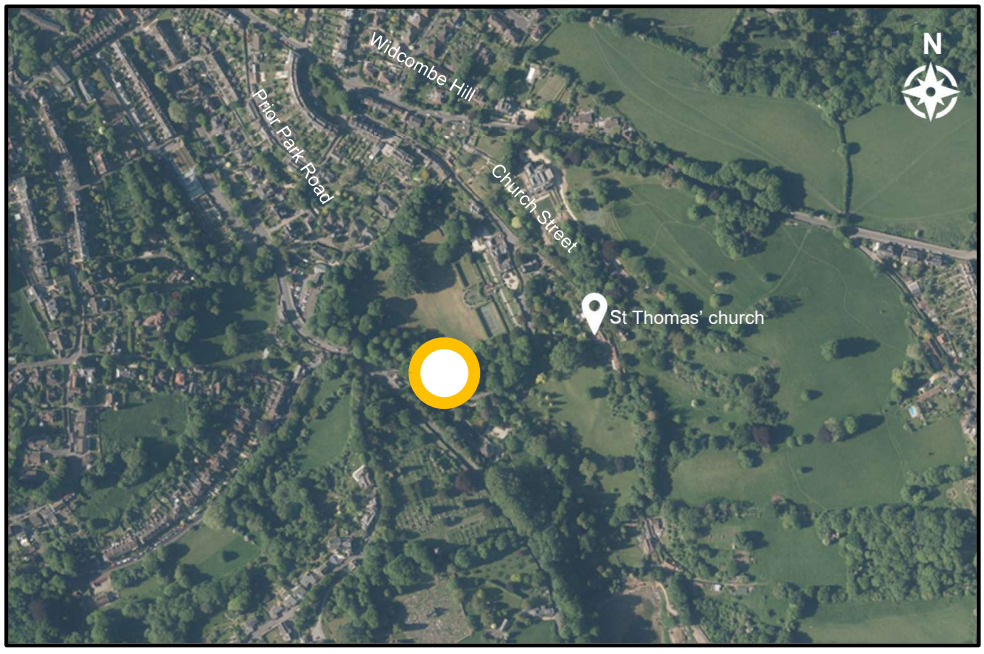


Figure 15: Alternative view of proposed modal filter

3.2.2 Cost of works

In 2022, the estimated cost for this scheme is **£9,000** for the design and installation of the intervention. The cost has been determined with the use of AECOM handbook 2022 and previous project costs of similar projects. The cost at this stage is for indicative purposes only and may vary dependant on final scheme choice.

3.2.3 Time to implement design

The Experimental Road Traffic Order (ETRO) will be implemented within 3-6 months and reviewed after to determine if the intervention should be made permanent. Timings for the implementation are subject to further consolation and availability of contractor to complete the works. The timescale produced is purely indicative and may vary dependent on the final scheme choice.

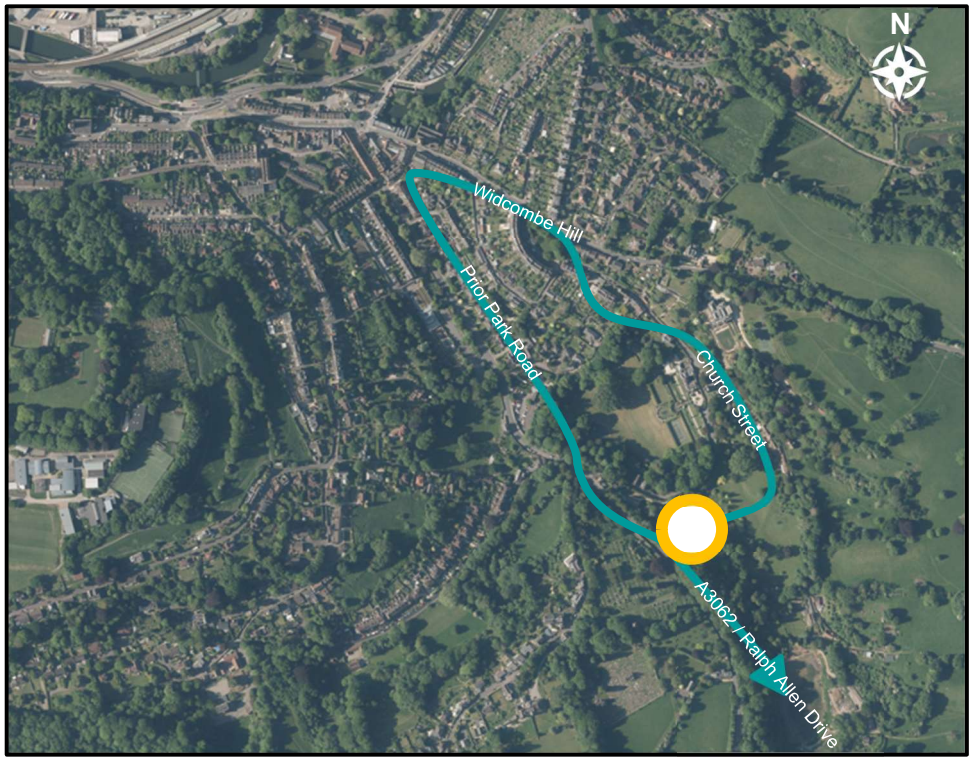
3.2.4 How improvements meet the community steer

The modal filter in the road will provide a permeable filter which allows access for pedestrian and cyclist whilst restricting the movements of motorised vehicles. This will provide a more suitable environment for pedestrians and cycle users along this route in addition of the reduced vehicle movements from through traffic. This proposal addresses priorities 1 and 2 and 3 from section 2.4, which were identified as through traffic, school run traffic and speeding traffic see Figure 7.

3.2.5 Diversionary Impacts

Residents will only be able to access Church Street from Widcombe Hill. This will create a more adverse impact for residents closer to the A3062 junction. The route that residents will have to take in order to head towards Combe Down Via the A3062 will result in a detour down Widdicombe Hill and up Prior Park Road, see Figure 16. This would create additional movements at the junction.

Figure 16: Diversionary impacts of Ralph Allen Drive junction modal filter



3.2.6 Opportunities to reclaim Space for the local community

The area occupied by the modal filter can be fitted with greenery and street furniture to provide a community space for residents at the Ralph Allen Drive junction. This will be considered as part of the co-design process. There may also be potential to review the current waiting restrictions and space to identify if some space can be reallocated to other users elsewhere along Church Street.

3.2.7 Diversionary Impact for others

The introduction of the modal filter will force those currently using the route to return to the main routes in and out of the city. This may place additional strain on those roads and on the Widcombe Hill/Prior Park Road junction. The scale of this diversion will need to be assessed with an understanding of any potential mitigations which may be required to improve the operation of those routes.

3.2.8 Key data required for scheme completion

Table 3: key Data required for completion of the Ralph Allen Drive Junction Modal Filter

Data Required	Justification for Data
Further quotes from street scape 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. Enables comparison before and after the intervention is put in place and 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 One way along Church Street

The proposal of converting Church Street into a one-way system was investigated as part of the programme. A one-way street could be situated so as to provide the best access for all residents along the route. The proposal was dismissed for the following reasons:

- **Continued usage by non-residents.** The one-way street does not address the key issue brought forward during the public engagement. The one-way route would still allow non-residents to use Church Street as a through route to avoid traffic in one direction.
- **Speeding.** The one-way routes do not discourage drivers from speeding. The change to a one-way route may even result in faster average speeds, as drivers don't have to stop to give way to oncoming traffic on the narrow lanes.
- **Resident access.** The implementation of a one-way route would impact the residents who live along Church Street and their ability to navigate to either Widcombe Hill or the A3062 easily.

4.2 Automatic Number Plate Recognition (ANPR) Enforcement

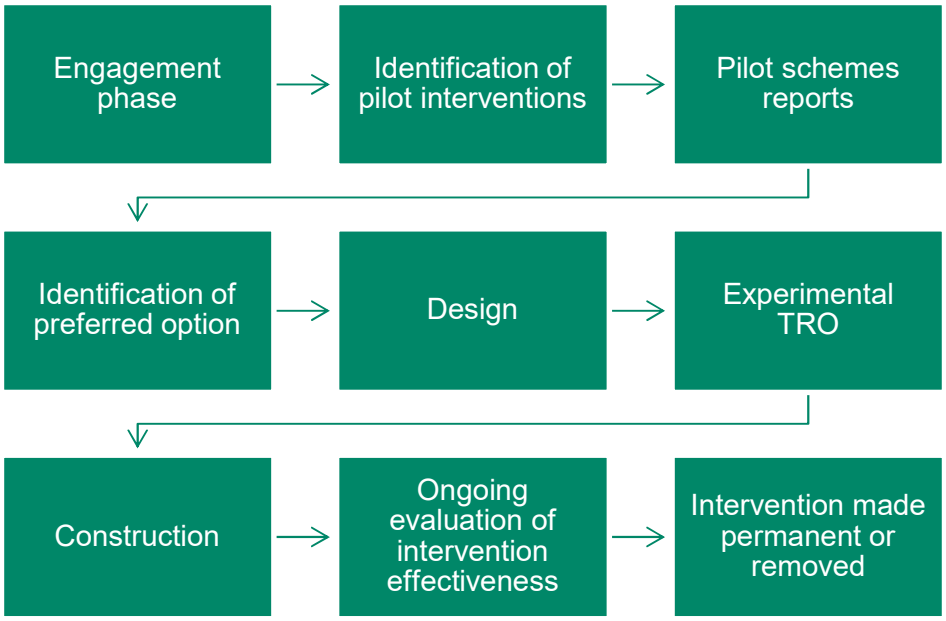
ANPR could be used to enforce traffic entering an area by recognising a set of approved number plates registered on the system and issuing fixed penalty notices to vehicles entering the area that aren't registered on the system. These cameras could be included at the Widcombe Hill junction entrance and the A3062 entrances of Church Street. The proposal was dismissed for the following reasons:

- **Access for visitors and other services.** The ANPR system will only recognise vehicles that are registered and issue penalties to visitors of residents or worshippers wishing to access St Thomas Church.
- **Speeding.** The ANPR camera will not help reduce the driving speed along the road, allowing a key safety problem to persist.
- **Intervention not in keeping with heritage of area.** Introduction of a series of cameras may not be in keeping with the area of Church Street and could be perceived as an eyesore if installed at Church Street entrances.
- **Enforcement powers.** ANPR cameras cannot be installed without the permission of the local police. This could take time to be able to obtain permission, install and enforce the new measures. New power later in the year, which Council have applied for, will enable local authorities to enforce moving traffic offences however this will take some time to go through the legal processes involved.
- **Cost.** The cost to implement an ANPR system is comparatively expensive when compared to other options explores as part of the Pilot scheme.

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 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 through traffic with motor vehicles and the severance 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 will help remove the severance currently experienced and provide a better environment for active travel modes, by prohibiting motorised through traffic in the area, providing a safer space for residents.

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