

Public Engagement Report

Queen Charlton Lane through-traffic restriction proposals August 2022

Bath and North East Somerset Council

August 2022

Quality information

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1. Introduction

1.1 Background: Overview of the engagement

In response to community feedback, the council is proposing to introduce a through-traffic restriction on Queen Charlton Lane nr Whitchurch village as part of its community-led Liveable Neighbourhoods (LN) programme.

The aim is to tackle anti-social driving and speeding on Queen Charlton Lane, which were issues identified during ongoing public engagement on the programme. Specifically, it aims to stop motorists using Queen Charlton Lane to jump traffic queues on the main roads which are designed to take this traffic.

The restriction proposed is a modal filter on the road, including two sets of droppable bollards, that allow pedestrians, cyclists and people with pushchairs, wheelchairs and mobility scooters to pass through - but not vehicles. Vehicle access to homes and farmland would be maintained by allowing access from either end of the road, along with adequate turning facilities, and with service vehicles having access to a key to drop the bollards.

The engagement was on a proposal for a modal filter on Queen Charlton Lane between Whitchurch village and Queen Charlton.

A full summary of the engagement is available online at <https://beta.bathnes.gov.uk/queen-charlton-lane-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 Whitchurch village and Queen Charlton Lane 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 1,625 responses were received across the 15 areas, with 68 responses related to Whitchurch village and Queen Charlton area. 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 Whitchurch village and Queen Charlton 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 roads, including Queen Charlton Lane, 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 Queen Charlton Lane can be found in **Appendix 1**.

During August 2022, the council held a public engagement on the preferred option for traffic restrictions on Queen Charlton Lane (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 17 August 2022, at Queen Charlton Village Hall between 4-8pm. The event allowed people to discuss the proposals in more detail with a member of the project team.

The proposal is to trial two sets of droppable bollards (modal filters) along Queen Charlton Lane. Coming from the west (A37), the first modal filter would be located just after Furthermead Farm, while the second would be just before Dapwell Lane. The two sets of bollards would restrict vehicle access to provide a traffic-free area between the two points, but would allow pedestrians, cyclists and horse riders to pass.

The aim is to keep through-traffic on the main road which is better suited to take these vehicles. Vehicle access to homes and farmland is maintained with access from either end of Queen Charlton Lane, with adequate turning facilities. Most vehicles would not be able to pass through the filter and would need to use the main road network to reach Whitchurch Village or Queen Charlton. Emergency services and local farm traffic would still be able to access this route using a key to drop the bollards.

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

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

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

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

1.4 The questionnaire

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

The questionnaire enabled respondents to state their level of support for the proposed traffic-restriction 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 in the questionnaire, the counts shown only include those that responded to each question. The number of people who answered each question is shown as “n=”. Tables in this report are further split based on:

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

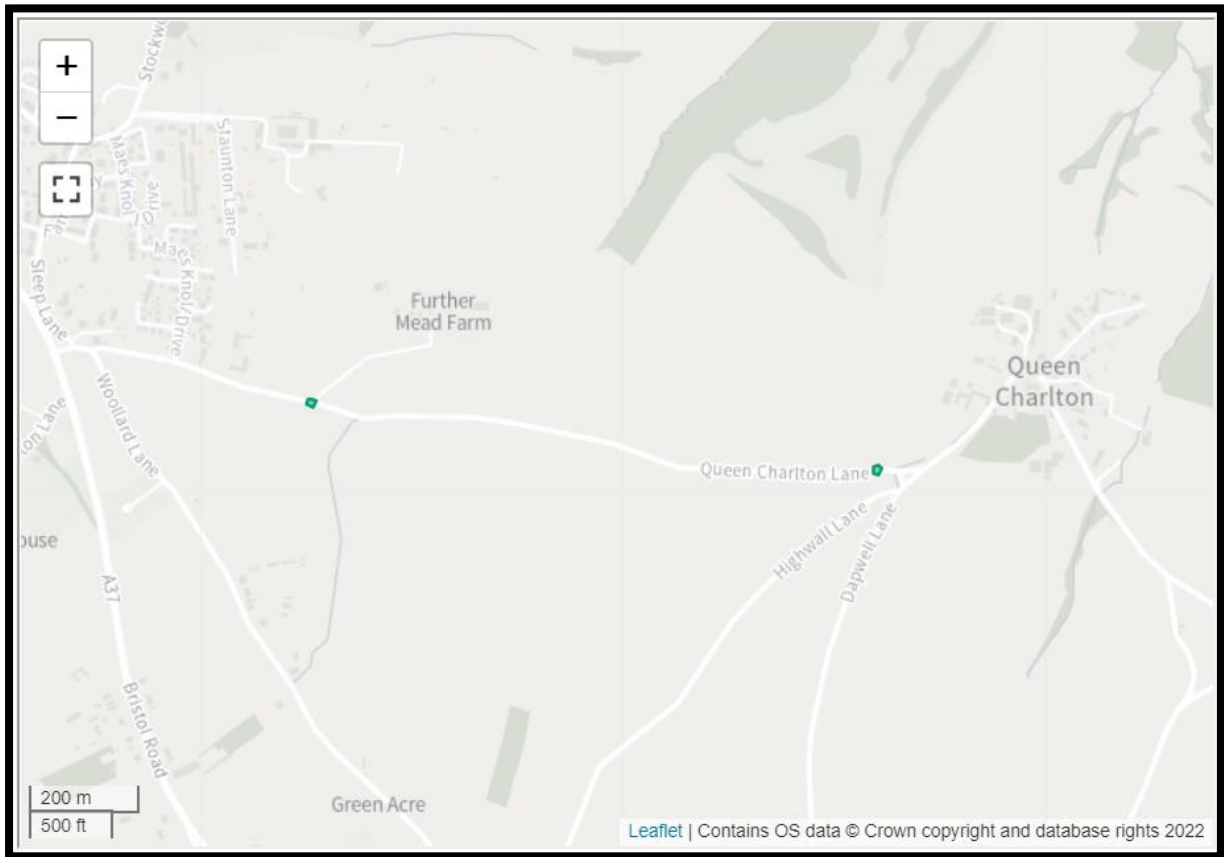
Hard copy respondents were not asked where they live, these respondents are only shown in the “All Respondents” column.

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

2.4 Response

2.4.1 Respondent location

In total, there were 124 responses to the engagement. The proposed modal filter is located on Queen Charlton Lane between Whitchurch village and Queen Charlton.



- 27 responses were from residents of Queen Charlton Lane;
- 96 responses are from respondents who live elsewhere; and
- 1 response was from a respondent who did not provide the basis of their interest in the area.

3. Analysis – Queen Charlton Lane

3.1 Level of Support

Respondents were asked if they support the proposed modal filter on Queen Charlton Lane. Overall, 75 out of 123 respondents either supported or partially supported the proposals (three-fifths). 49 respondents objected. Out of the 27 respondents that stated that they live on the affected road, 20 supported or partially supported it while 7 oppose it. Out of the 96 that live elsewhere, 54 support or partially support it while 42 oppose it. The responses are shown in Table 1 below by residential location.

Table 1: Do you support the proposed traffic restriction on Queen Charlton Lane between Whitchurch village and Queen Charlton?

| | Live on the road affected | Live elsewhere | All respondents |
|-----------------------------------|---------------------------|----------------|-----------------|
| I support the proposals | 18 | 45 | 63 |
| I partially support the proposals | 2 | 9 | 12 |
| I object to the proposals | 7 | 42 | 49 |
| Base | 27 | 96 | 124 |

3.2 Open ended comments

3.2.1 Objections to the proposal

In total, 52 respondents made a comment containing a negative opinion of the proposals. The most common issues raised by respondents are shown in Table 2. The majority of these comments (87%) 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 displace traffic /parking onto other roads | 3 | 31 | 34 |
| Disagree that it's a busy / dangerous road | 1 | 16 | 17 |
| The proposal only benefits a few residents | 0 | 9 | 9 |
| Will negatively impact residents | 1 | 5 | 6 |
| Will bring no benefit / Not needed | 1 | 4 | 5 |
| Would force users to take a more hazardous route | 2 | 2 | 4 |
| Increases pollution in the area | 1 | 1 | 2 |
| Directly affects my business | 1 | 1 | 2 |
| It will cause confusion for future visitors, delivery drivers | 0 | 1 | 1 |
| Will increase congestion in neighbouring roads | 0 | 1 | 1 |
| Will reduce access for Emergency vehicles | 0 | 1 | 1 |
| General oppose | 0 | 2 | 2 |
| Base | 7 | 45 | 52 |

The most common comments were that the proposals would displace traffic / parking onto other roads in the area (n=34), and in disagreement that Queen Charlton is a busy / dangerous road (n=17). Both statements were mainly, but not exclusively, given by non-residents of Queen Charlton Lane.

“As a Whitchurch village resident it will massively impact traffic on Willard lane onto the A37. Also if Queen Charlton is cordoned off I there is an incident in Willard lane the diversion for locals would be horrendous.” (Object, Resident on road affected)

“There is not major usage of this route by traffic. I rarely see cars travelling along this road, and some people genuinely use this for access. The biggest issue is excess speed of vehicles that do use this. A much better solution would be to introduce a 20-mph limit throughout the village and would act as a disincentive for (the very limited number of) people to try to use this route as a “rat-run”.” (Object, Visitor to the area)

Nine respondents felt that the proposal would only benefit a few residents, and six respondents stated that it will negatively impact the residents of Queen Charlton.

“This is not any benefit to surrounding area, traffic will be directed through Whitchurch Village and Woolard Lane. People living on the new bridle estate Queen Charlton end would be required to turn right for Keynsham and join an already busy and dangerous junction. This scheme is pampering to the few at the detriment of the majority. Common sense must tell you the money would be better used on a crossing on the A37 for the new play park which serves all the communities.” (Object, Resident on neighbouring street)

Five respondents claimed that a modal filter on Queen Charlton Lane would bring no benefit, with four stating that the proposed filter would force users to take a more hazardous route.

“Unnecessary restriction. Removes a valuable alternative when usual route to Keynsham is blocked.” (Object, Resident on neighbouring street)

“I am totally against the closure of QC Lane (Temporary and Permanent). 1. The proposals will not be safer for all QC traffic who will be forced to use Redlynch Lane junction to access and leave the village (Zone 5). According to the staff at the meeting there is no intention of completing safety measures at this junction prior to closing QC Lane. Instead of ‘making it safer for local residents’, being forced to use this dangerous junction will put people at risk of serious injury.” (Object, Resident on road affected)

Small numbers of respondents made comments about the modal filters increasing pollution in the local area, directly affecting their businesses, and causing confusion for future visitors.

3.2.2 Supporting the proposal

Overall, 66 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 | 15 | 21 | 36 |
| Improves road safety | 14 | 17 | 31 |
| Improves pedestrian safety | 10 | 16 | 26 |
| Improves safety for cyclists | 7 | 16 | 23 |
| Will reduce traffic | 3 | 6 | 9 |
| Improves journey if walking / cycling | 1 | 4 | 5 |
| Reduces pollution | 1 | 3 | 4 |
| Positively impact residents (less noise etc.) | 0 | 1 | 1 |
| General support | 0 | 1 | 2 |
| Base | 19 | 46 | 66 |

36 respondents felt that the proposals would prevent rat running along the street. This was the statement most often made by both residents of the street and elsewhere. Some of these comments also mentioned the speed of cars travelling along the road and road incidents.

“We live in the new estate just off QC lane. We’re an end house (7 Dobunni) with the lane next to us. Many people use it as a cut through, but also during the night it becomes a race track. It’s too dangerous to walk down, because cars go that fast. This would be a perfect solution to stop the fly tipping and boy racers that use it as a race track when it goes dark.” (Support, Live on affected road)

“Thoroughly support this proposal. The village road is used as a cut through and vehicles disregard the existing road calming measures (two give ways, plus blind bend). Each month we have a road incident, with vehicles mounting the Village Green, Coronation Green, or hitting dry stone walls.” (Support, Live on affected road)

“Queen Charlton Lane is currently used as a rat run for traffic which is very dangerous for pedestrians as there are no pavements and the road comes through the village on a bend. Closing the road will make it so much safer and children will finally be able to walk around the village and play safely.” (Support, Live on affected road)

31 respondents stated that the modal filter would improve road safety, 26 said that it would improve pedestrian safety, and 23 respondents said the modal filter would improve safety for cyclists.

“Village road is becoming dangerous, especially the tight turn through the village.” (Support, Resident on neighbouring street)

“I regularly stay with my daughter in Queen Charlton and do regular childcare. It is impossible to take toddlers or babies in a pram for a walk in the village where they live, as cars and large vans continually speed round the bend by the church. There are no pavements in the village, and it is very threatening to pedestrians. I’m sure it is an accident waiting to happen, and I fear for myself and my grandchildren. It is a health and safety matter.” (Support, Resident on neighbouring street)

“The reason why I support this proposal is that my family members are frequent cyclists and we usually travel to Keynsham by bike. My daughters are just 11 and 10 years old and they may NOT be very confident cyclists due to their few years of experience in cycling. I totally support to the idea of banning unnecessary vehicles through Queen Charlton Lane based on safety concerns.” (Support, Resident on neighbouring street)

3.2.3 Suggested changes

In the comments provided, 32 respondents suggested changes to the proposal that they would like to see included or as an alternative.

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

| | Live on the road affected | Live elsewhere | All respondents |
|---|---------------------------|----------------|-----------------|
| Use other methods instead of / alongside the modal filters (speed bumps / improved signage) | 4 | 12 | 16 |
| Other local dangerous issues need addressing | 2 | 2 | 4 |
| Querying the practicality of the scheme | 1 | 3 | 4 |
| Adding bollards on Sleep Lane | 0 | 3 | 3 |
| Doesn’t address the motorbike/ dangerous cycling issues in the area | 2 | 1 | 3 |
| Use gates not bollards | 1 | 0 | 1 |
| Needs more monitoring before/ after | 0 | 1 | 1 |
| Put the bollards in another location | 1 | 0 | 1 |
| Base | 10 | 22 | 32 |

16 respondents mentioned that the proposal should use other methods instead of / alongside the modal filters, with respondents suggesting speed bumps and improved signage.

“Living in the new Queen Charlton estate means having to negotiate the dangerous bend at the end of the lane if travelling to Keynsham and again when returning home. It would make more sense to widen road and/or use speed ramps” (Object, Visitor to the area)

“Extra traffic is likely to use Dapwell and Highwall lanes which lack passing places, resulting in difficult reversing or damage to adjacent roadside drainage ditches and adjacent property. Queen Charlton lane could have a 20 speed limit which would be a better and cheaper alternative.” (Object, Work in the area)

Four respondents felt that other local dangerous issues need addressing and four respondents queried the practicality of the scheme.

"I live in the Maes Knoll estate and this proposal does not affect me directly as I rarely drive through Queen Charlton. However, I do cycle and run through Queen Charlton, typically during the AM rush hour, lunch time or around 4pm and it is not often that I pass even a single moving vehicle. Based on this I don't believe QC has a problem with traffic, however as I'm not a resident I cannot say this with certainty. I'm not against the proposal as such, I just wonder if the money could be better spent elsewhere. Have any vehicle counts taken place through Queen Charlton? This would seem like a sensible first step to me. I believe the money may be better spent enforcing the no right hand turn on to Maes Knoll Drive from Queen Charlton Lane & the no left hand turn in the other direction. A pavement would also be beneficial from Queen Charlton Lane to Maes Knoll Drive rather than road markings (cars often drive in these). A pavement into Queen Charlton from Charlton Road / from Keynsham would be good - I run on the road due to the lack of pavement and there are several places I do not feel safe. The other traffic issue that could be looked at is off-road bikes on the roads around Maes Knoll Drive & Queen Charlton Lane, and also moped use on pavements and creating noise pollution (several 50cc engines late at night are less than ideal). The bollards proposed won't stop moped use.." (Partially support, Resident on neighbouring street)

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

- Sleep Lane;
- Maes Knoll Drive; and
- Wells Road.

4. Designers Response

4.1 Response to suggested changes

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

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

4.1.1 Other interventions

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

The scheme aims to restrict the through traffic along Queen Charlton Lane. While speed bumps slow traffic down, it will not reduce through traffic. Improved signage will be implemented in the scheme to make drivers aware of the restrictions.

4.1.2 Practicality of the scheme and other issues to address

There were some queries into the practicality of the scheme and some people mentioned other local dangerous issues need addressing.

Following the public engagement consultation in December 2021, the main concern voiced by residents was speeding traffic and through traffic. The proposed modal filter aims to address these issues, however, we acknowledge there is support for more improvements to pedestrian

safety. These will be recorded and there may be opportunities to address these via the wider Liveable Neighbourhoods programme or through other initiatives in future.

4.1.3 Sleep Lane

Some residents who live outside the area of Queen Charlton Lane would like to see bollards added on Sleep Lane.

This scheme is a through-traffic proposal for Queen Charlton Lane only. Other schemes may look at improving Sleep Lane.

4.1.4 Motorbike and cycling issues

Some residents don't believe the scheme addresses the motorbike/ dangerous cycling issues in the area.

The modal filter aims to reduce the numbers of vehicles in the area, making it safer for cyclists, horse riders and active travel. The proposed bollards will stop all motor vehicles, including motorbikes, driving down Queen Charlton Lane.

4.1.5 The type of modal filter

A resident suggested to use gates instead of bollards as the modal filter.

Different types of modal filters were considered. It was decided that bollards would be more suitable in allowing cyclists to access the road.

4.1.6 Monitoring of the scheme

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

Traffic counts and monitoring is still ongoing. The scheme being proposed is an experimental TRO which means that the scheme will be trialled and monitored before being implemented permanently or removed if unsuccessful.

4.1.7 Location of bollards

There was a suggestion to reconsider the location of the bollards.

The proposed location of the bollards is at the most suitable position to provide adequate space for vehicles to make a three-point turn if required.

**Appendix 1 – Concept Design Report for Through
Traffic Restriction Proposal (Queen Charlton
Lane), July 2022**

Area 03 - Concept design report for through-traffic restriction proposal, Queen Charlton Lane July 2022

Pilot Scheme

Bath and North East Somerset

8th July 2022

Quality information

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1 Introduction

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

The purpose of this report is to outline the current context around Queen Charlton Lane, aimed at removing the current speeding and through traffic issue. This document provides:

- The details on the current situation within the areas of Whitchurch and Queen Charlton, (Section 2.1).
- A summary of the outputs of the public consultations carried out in October 2020, (Section 2.2)
- The key issues and ambitions for the areas identified by the public consultation and by B&NES, (Section 2.4)
- Descriptions of the solutions identified by AECOM to address said issues to meet the ambitions, (Section 3.1).
- The outstanding information needed to develop, implement and monitor the scheme (Section 3.7).

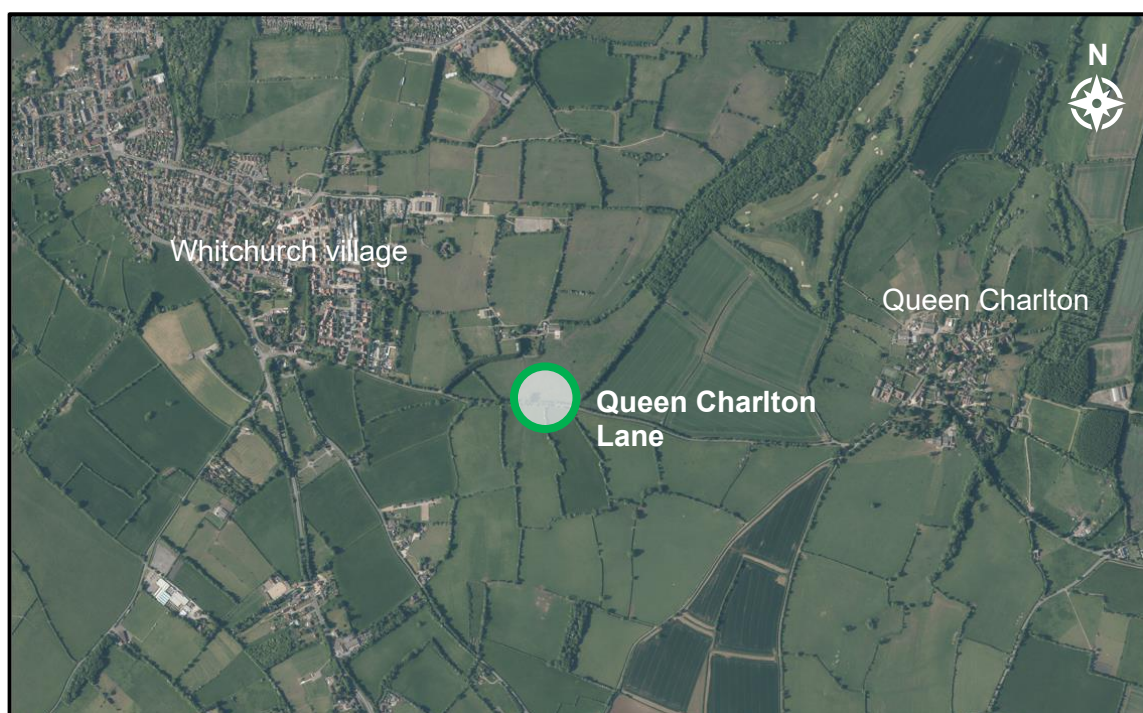
Feedback collected to date has been obtained through the original Liveable Neighbourhood application and the recent public engagement phase, which took place in December 2021. This has provided the Project Team with a better understanding of the issues facing the local community, and this report outlines potential interventions that would deliver improvements through a combination of temporary and permanent measures. The proposed interventions are described in Section 3 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. Some additional data and information may be required to support the design process, provide confirmation of the identified problems and support ongoing monitoring post implementation.

2 Background of Area

2.1 Description of area

The scheme area is located along Queen Charlton Lane, shown in Figure 1, which connects the village of Queen Charlton to the A37, and the Whitchurch Village Playpark. The road provides access to Maes Knoll residential development, Queen Charlton Cattery, Furthermead Farm, the village of Queen Charlton, and in excess of ten field accesses along the route. The road is currently subject to the national speed limit (60mph) and has no designed lower limit. The road is a narrow rural road approx. 6 metres wide carriageway with no footway. It has no centre line, no lighting along the route and restricted geometries throughout. As such it presents challenges for those navigating it, particularly pedestrians, cyclists and horse riders.

Figure 1: Area 03 Site Location Plan



2.1.1 Heritage and Conservation Implications

Queen Charlton Lane is not part of a conservation area. The hamlet of Queen Charlton however, is a conservation area, with Grade II listed buildings.

2.2 Current Challenges

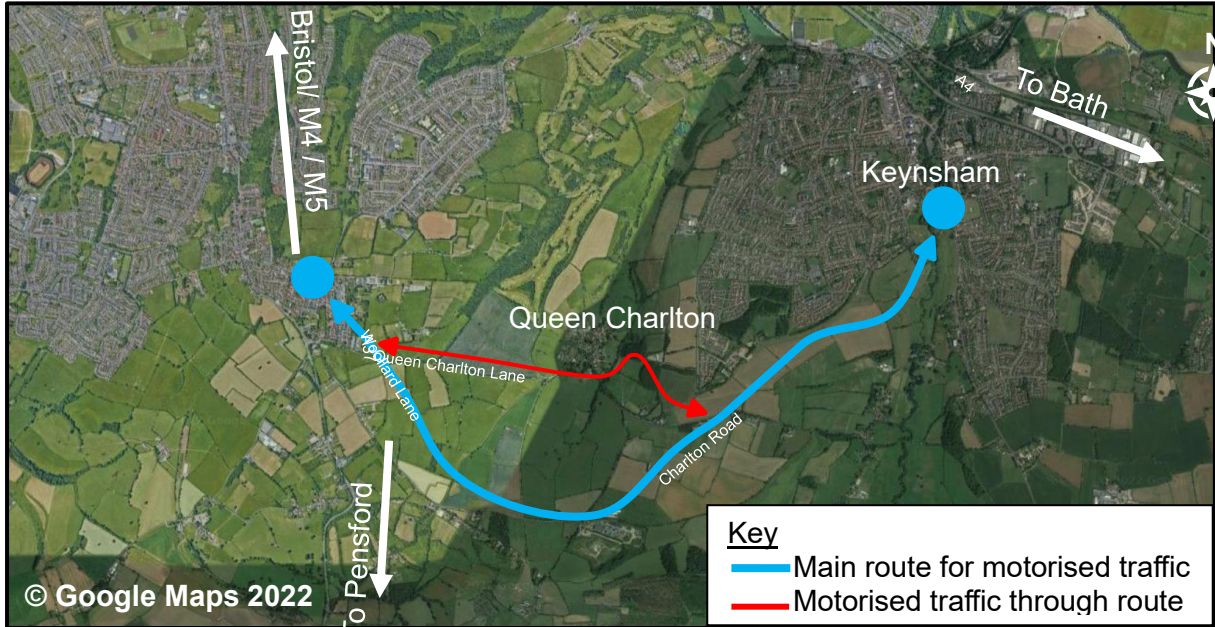
Several issues have been raised throughout the engagement process. Feedback following public consultation carried out in October 2020 reported that this lane is heavily used for through traffic in the AM and PM peaks by commuters. As indicated, there are no existing footway provisions along the length of the route except for a short section of road marked pedestrian space from the A37 to the Maes Knoll development. In addition, there have been reports of fly tipping along this road, due to its rural location.

Through traffic due to short cutting

This route is used as a by-pass for through traffic as indicated in the figure below. It is perceived there are significant numbers of commuters using this road. This can lead to complacency and carelessness in driver behaviour. And at the western extent, there is no

provisions for cyclists as there is on the eastern approach. This can increase risk to road users other than motor vehicles.

Figure 2: Current understanding of traffic movements



Speeding traffic

Figure 3 shows how straight, clear yet narrow the carriageway is, with the addition of no centre line being present. This could lead to speeding traffic.

Figure 3: Queen Charlton Lane (Eastern approach, junction with Dapwell Ln)



Poor pedestrian provision

Figure 4 shows provision for pedestrians with a pedestrian space indicated with road markings rather than a kerb and a false speed hump which is also attempting to address the speed issues of current. This approach to Queen Charlton Lane is more residential and

measures have been put into place to account for the more built-up area. Similar to Figure 3, it is clear that this route is used as a route for speeding and through traffic.

Figure 4: Queen Charlton Lane (Western approach)



2.3 Potential for improvement

There is currently opportunity to improve the current route by upgrading and installing infrastructure that benefits both pedestrians and cyclists thereby reducing the dominance of vehicular traffic through Queen Charlton Lane through the introduction of physical intervention i.e., a modal filter. Removing through access along Queen Charlton Lane will improve the connectivity and safety for pedestrians, cyclists and horse riders between Whitchurch, and to the village of Queen Charlton.

2.4 Community Steer

Whitchurch and Queen Charlton were one of the original 48 applications submitted to Bath and North East Somerset Council, as part of the initial review with 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 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 5.4 in the report for further detail). As part of the original application, the initial request was for:

- 1) A new pedestrian crossing to give access to the village bus stop and at the entrance to the village.
- 2) A new pedestrian crossing to access the new Parish play park
- 3) Discourage rat running through the village
- 4) Improve the lighting provision on the existing cycle routes into and out of Bristol
- 5) Divert through traffic to Woollard Lane/Charlton Road route

Figure 5 and Figure 6 highlight the connection to the area and overall sentiment for interventions to be installed. The response was predominantly from Figure 7, residents, with no responses against any interventions going in, as shown in Figure 8.

Figure 5: Summary of Area 03 participants' connection to the area (multiple-choice question). Extract from engagement in December 2021

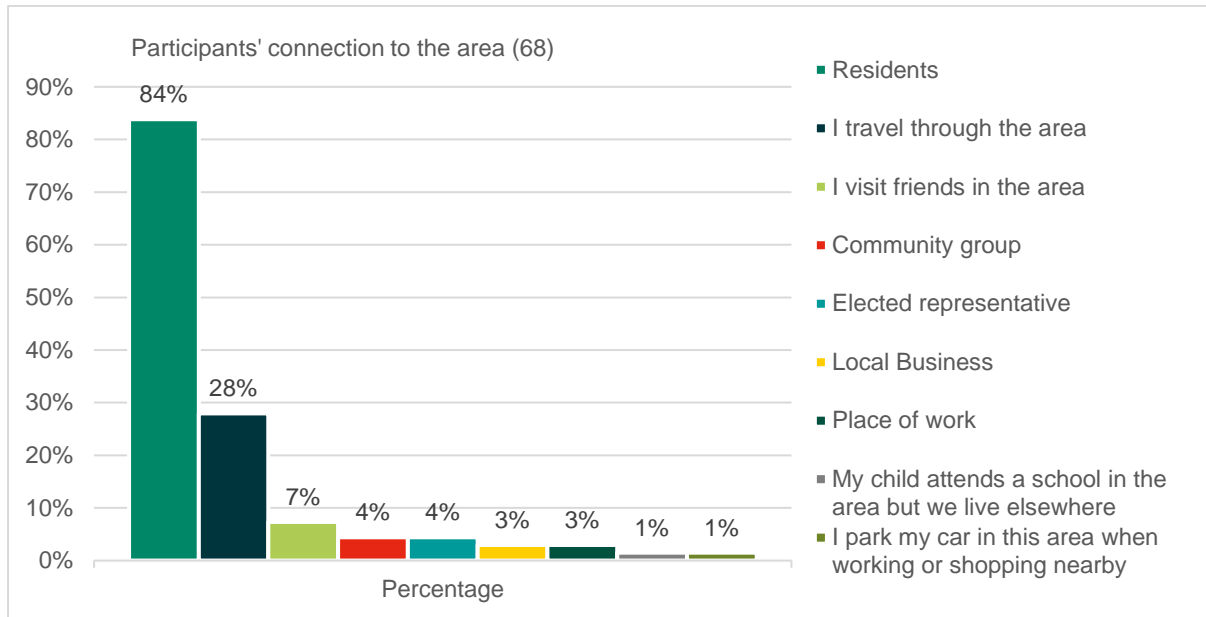


Figure 6: Summary of sentiments of Area 03 responses (65). Extract from engagement in December 2021

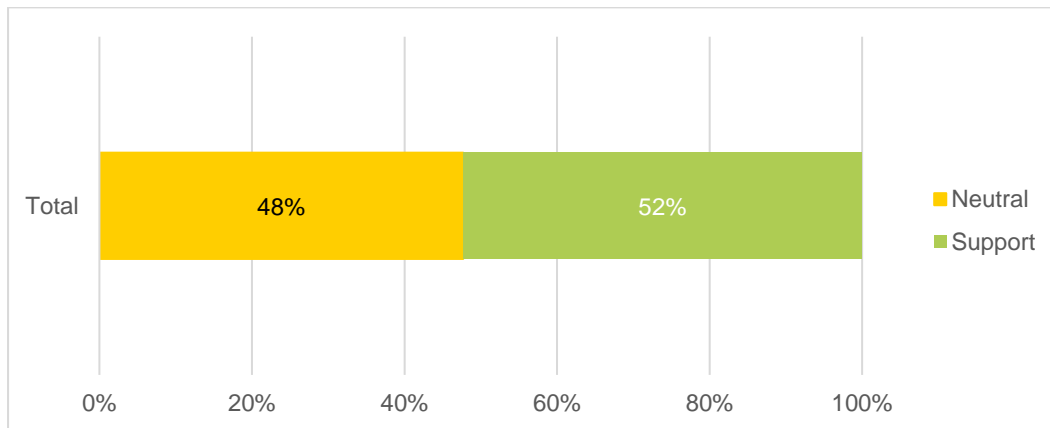


Figure 7 and Figure 8 below identify through traffic (and the associated school run) as the main issues impacting the community and this was backed overwhelmingly by support for the introduction of measures to restrict movements of through traffic with motor vehicles.

Figure 7: Summary of Area 03 transport related problems (multiple-choice question). Extract from engagement in December 2021

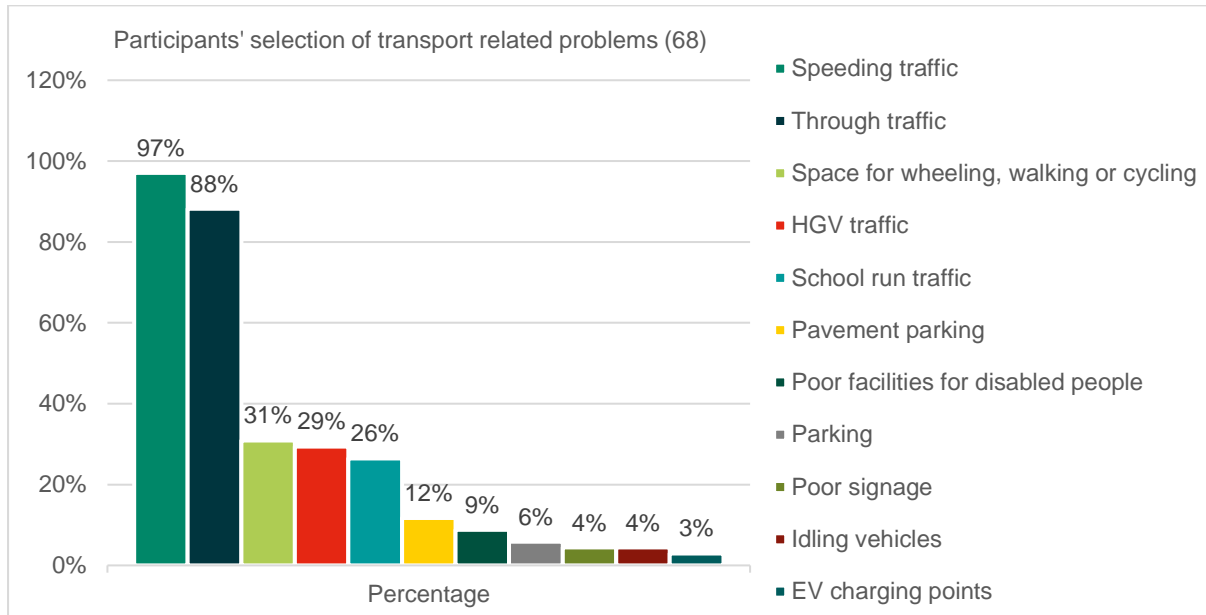


Figure 8: Summary of Area 03 participants' selection of measures with greatest impact (multiple-choice question). Extract from engagement in December 2021

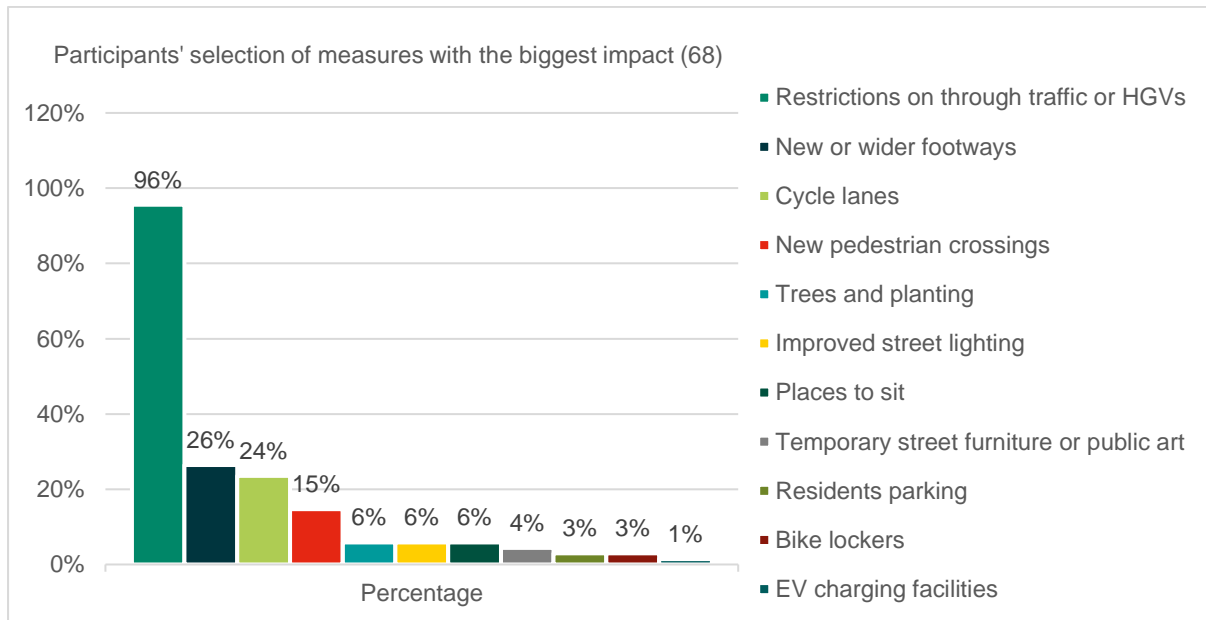


Table 1: Summary of Area 3 responses to Q6 'Any other comments?'. Extract from engagement in December 2021

| Theme | Summary of responses to 'Any other comments?' | Number of comments |
|----------------|--|--------------------|
| Road | Restrictions Comments Charlton Road or Queen Charlton Lane should be closed to through traffic to prevent motorised through traffic. | 16 |
| | Traffic calming measures Comments that the speed limit along Charlton Road and Woollard Lane should be reduced. | 4 |
| | Street lighting Comments that street lighting is needed to improve pedestrian and cyclist safety. | 3 |
| | Signage Comments that roads signs are needed at the Redlynch Lane/Charlton Road junction | 2 |
| Traffic | Issues Comments that the area experiences traffic related issues, with the most commonly referenced issues being motorised through traffic and speeding. | 52 |

As illustrated in Table 1, there is support for the removal of motorised through vehicle movements, interventions that support this will be explored as part of the co-design exercise, with further detail on aspects outlined in Section 3. Following local support and endorsement from local Ward Members, Queen Charlton Lane was chosen as one of five initial Pilot Projects, which will see interventions accelerated in the form of through route controls.

3 Proposal

3.1 Description

The Proposal introduces two modal filters (physical access control) along Queen Charlton Lane, the first being located just after Furthermead Farm, and the other located before Dapwell Lane. The proposed locations can be seen below in Figure 9. Both locations provide adequate space for a vehicle to make a three-point turn if required, see Figure 10 and Figure 11. These modal filters will provide a traffic free area between the two points where access from vehicular traffic is restricted, with the exception of emergency services and farm traffic. 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:

- **Farm Gate.** This Modal filter prevents the flow of motor vehicles along a route by restricting the entrances. By introducing a small by-pass (not wide enough for motor vehicles) allows other modes of transport, such as walking and cycling, to pass freely around them. The gate benefits from being easy to install and users such as landowners and emergency vehicles will be able to unlock and use the route when necessary.
- **Telescopic/ lockable bollard style modal filter.** These interventions are not as appealing as the previously mentioned farm gate style modal filter but do provide more flexibility in terms of their permeability for selected vehicles. The bollards are less obtrusive and provide less of a physical barrier for pedestrians, cyclists and other active travel modes. 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 landowners who's entrances to their fields are along Queen Charlton Lane.

Additional waiting restrictions may be required to preserve the turning area, including double yellow lines and signage if deemed necessary. To warn motorists of the modal filter ahead, new signage will be provided, 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 filters along Queen Charlton Lane

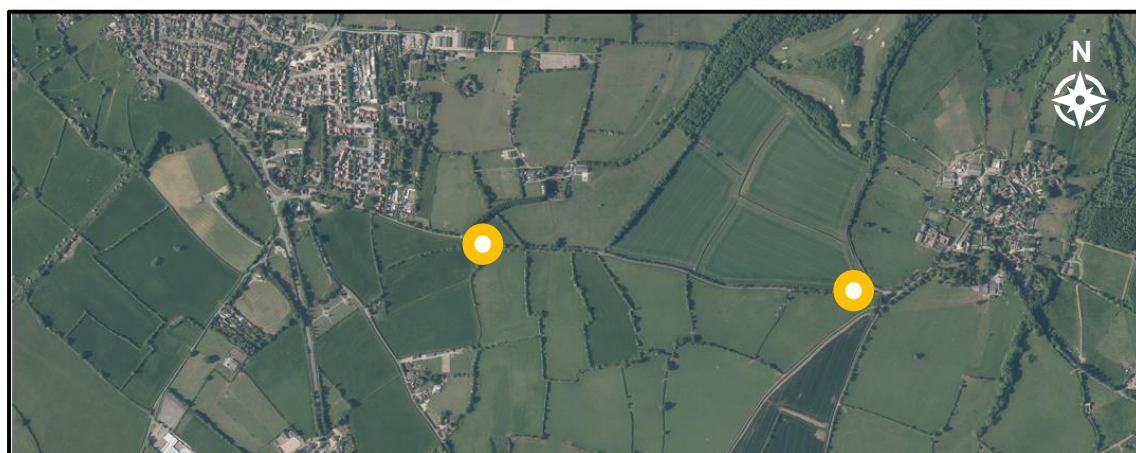


Figure 10: Area before western modal filter location

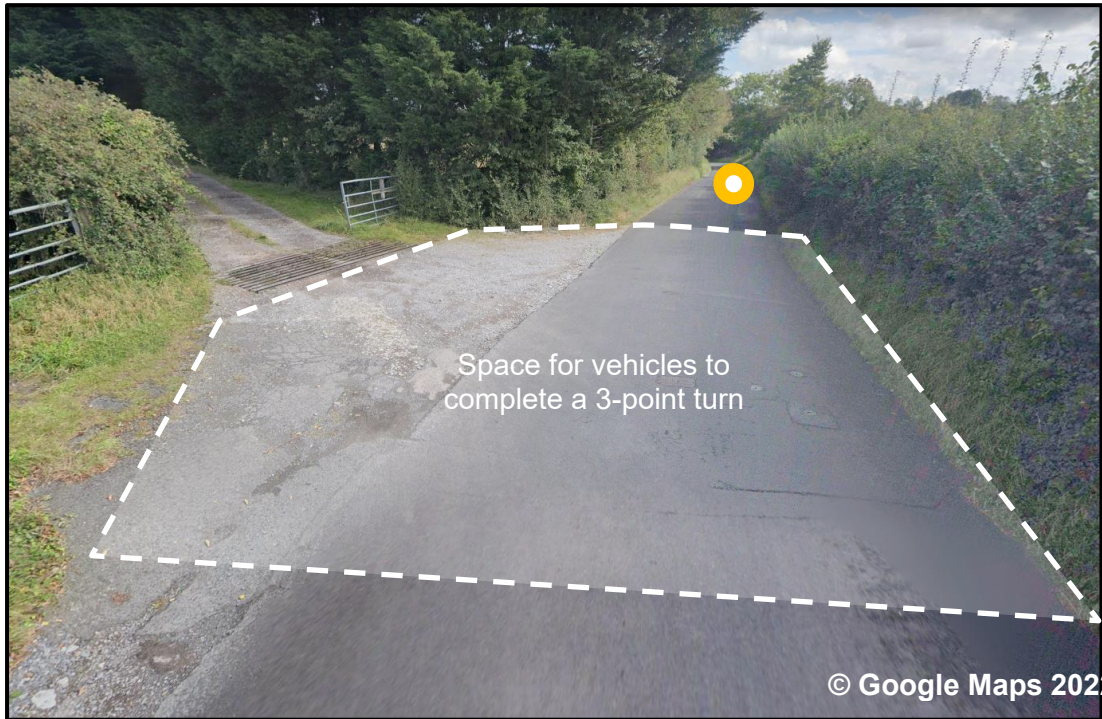


Figure 11: Area before eastern modal filter location

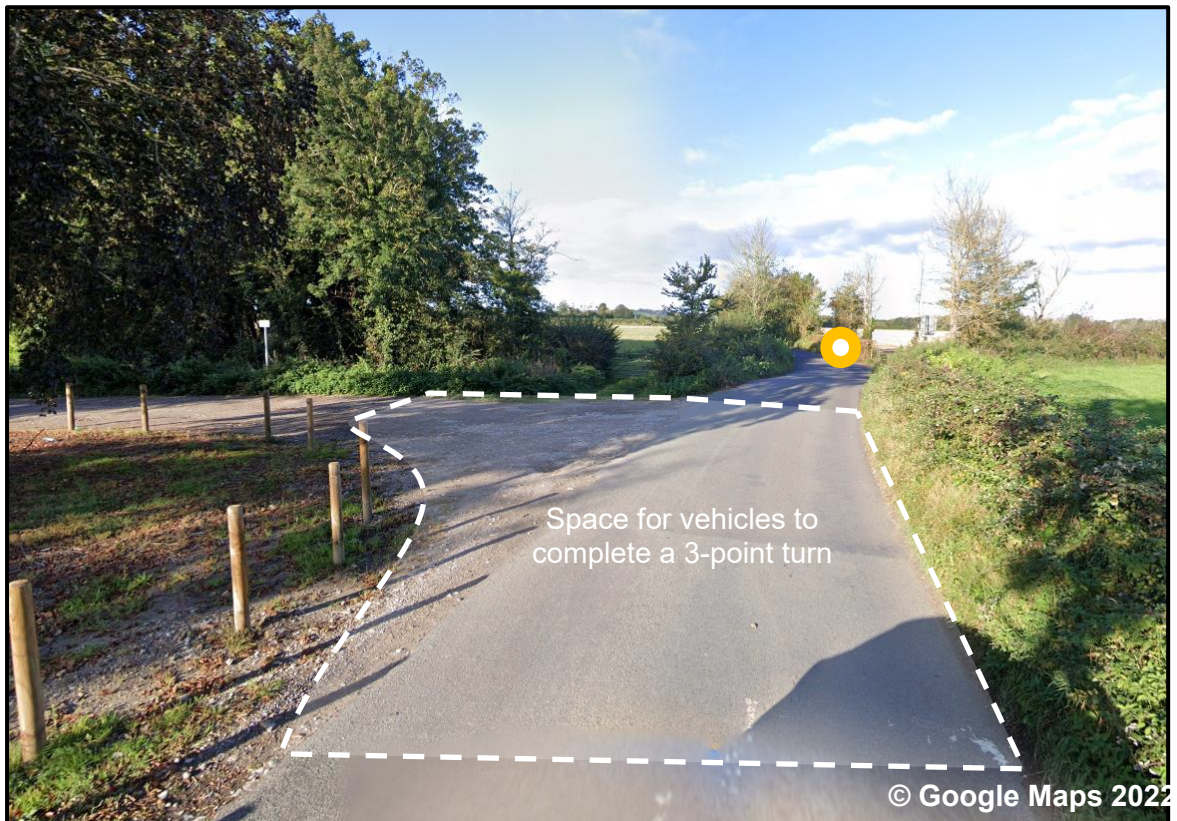


Figure 12: Farm Gate and Telescopic Bollard Modal Filter Examples



Farm Gate



Telescopic/ Lockable

3.2 Cost of Works

In 2022, the estimated cost for either of these options have been totalled to approximately **£10,000** 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.

3.3 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 18 months to 2 years from implementation to determine if the intervention should be made permanent. Timings for the implementation are subject to further consultation and availability of contractors to complete the works. The timescale may also be affected by the final scheme choice and by the delivery of other schemes in the local area.

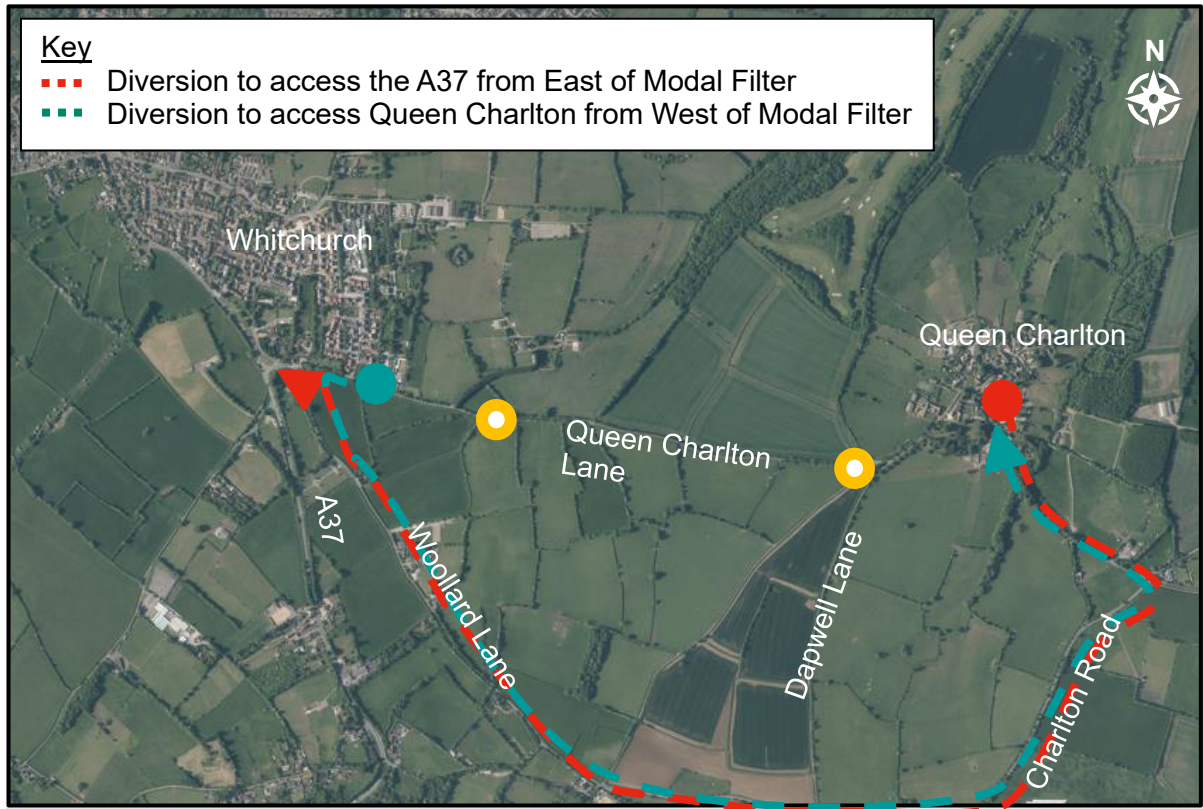
3.4 How Improvements meet the Community Steer

The modal filters in the road will provide permeable filters which allow only pedestrians, cyclists and horses access along Queen Charlton Lane, whilst restricting vehicular movements, landowners and emergency vehicles will have access when required, thus providing a safe access corridor between Whitchurch and the village of Queen Charlton. This proposal addresses priorities 1, 2 and 4 from Section 2.4, which were identified as through traffic, school run traffic and speed traffic (Figure 7).

3.5 Diversionary Impacts

The modal filter will divert vehicular traffic along Charlton Road and Woolard Lane as shown in Figure 13 below. This is approximately a 1km increase in distance for vehicles to access the Village of Queen Charlton from Whitchurch and vice versa. It should be noted that residents of Queen Charlton have supported the introduction of a modal filter along the length of Queen Charlton Lane during the initial consultation.

Figure 13: Diversionary Impacts of Queen Charlton Lane Modal Filters



3.6 Opportunities to Reclaim Space for Local Community

The reduced through traffic in the area will reclaim the road space for the local community and provides a safe route for pedestrians, cyclists and horse riders. This may place added strain on these roads. The scale of the diversion will need to be assessed with an understanding of any potential mitigations which may be required to improve the operations of those routes. This will be considered as part of the co-design process.

3.7 Key data required for scheme completion

To ensure that there is the best possible result regarding the development and implementation of the measures proposed in this report, the following data is required:

Table 2: Key Data required for scheme completion

| 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. The comparison before the counts before and after the intervention is put in place will provide a metric to measure the success of the intervention. |
| Land Ownership records of landowners | Records for the landowners of the surrounding fields and nearby residents will allow for proper engagement of these stakeholders during consultation. |
| 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 Charlton Lane with raised shared use footpath

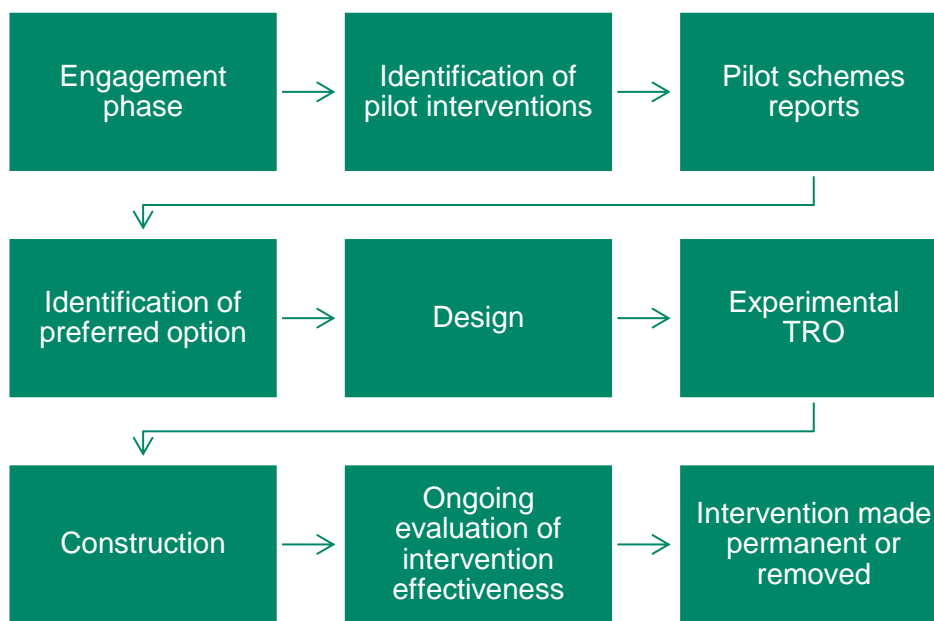
This option investigated the provision of reallocating the current carriageway space to include a raised shared use footpath and only allowing motorised traffic in one direction along Queen Charlton Lane. The carriageway would be reduced to 3m with a new speed restriction of 30mph being introduced along the route. Both pedestrians, cyclists and other active travel users would use the elevated footway to travel between Whitchurch and the village of Queen Charlton. The proposal was dismissed for the following reasons:

- **Continued use as a through route.** Motorised traffic will be maintained on one direction along Queen Charlton Lane and as such would still be subject to through traffic during one of the traffic peaks throughout the day.
- **Speeding.** The reduced carriageway width and speed limit do not guarantee the reduction of speeding vehicles along this route.
- **Cost.** The overall cost of the infrastructure would be considerable when compared to the option put forward in Section 3 of this report, totalling at around £250,000.
- **Time to implement design.** The design and construction of the intervention could take longer than 16 months to implement.

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 undertake a co-design workshop for Whitchurch. This will incorporate the areas for Queen Charlton Lane and surroundings. It is anticipated the workshops will take place in early June and details will be advertised shortly.

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



6 Conclusions

Following the initial Liveable Neighbourhoods application and public engagement exercise in December 2021, it is clear there is a consistent demand from the local community for interventions to address issues with motor vehicle through traffic and the 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. The interventions proposed provide merit and meet the needs and requests of the local people, providing design solutions which will improve the operational safety of the area. In addition, the interventions will also provide greater opportunity for active travel modes to safely navigate along Queen Charlton Lane and encourage the local population to walk or cycle instead of drive.

There will be some limited impact 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.

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