AECOM

Public engagement report

Southlands through-traffic restriction proposals August 2022

Bath and North East Somerset Council

August 2022

Delivering a better world

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 Southlands in Weston, Bath, as part of its community-led Liveable Neighbourhoods (LN) programme.

The aim is to tackle anti-social driving and speeding on Southlands, which were identified as issues during ongoing public engagement on the programme. This route is often used by drivers to bypass the main roads and avoid the queues on the High Street and Penn Hill Road, and it is also a popular pick-up and drop-off area for a local school.

The engagement was on a proposal to trial a modal filter, such as a set of planters on the road, near no. 128 Southlands (before the cul-de-sac heading along Southlands from Penn Hill Road). The filter would allow 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 of the road, along with adequate turning facilities at either side of the filter.

A full summary of the engagement is available online a
https://beta.bathnes.gov.uk/southlands-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 Southlands 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 67 responses related to the Southlands 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 the Southlands 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 Southlands, where proposals for through-traffic restrictions have progressed ahead of other measures suggested by residents for the Liveable Neighbourhood areas. This is because of the higher levels of support for through-traffic restrictions voiced by residents 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 Southlands can be found in **Appendix 1.**

During August 2022, the council held a public engagement on the preferred option for traffic restrictions on Southlands (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 18 August 2022, at Weston Free Church, High Street, Weston, BA1 4DJ, between 4- 8pm. The event allowed people to discuss the proposals in more detail with a member of the project team.

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

The proposal is to trial a through-traffic restriction on Southlands, which would be a set of temporary planters in the area near no.128 Southlands (before the cul-de-sac as you head along Southlands from Penn Hill Road). The planters would allow pedestrians, cyclists and wheelchairs to pass freely and safely, but would restrict vehicles from passing.

Residents and visitors would still have vehicular access to homes on either side of the restriction via the High Street or Penn Hill Road. The location provides space for a three-point turn on either side of the planters with good visibility.

The aim is stop motorists using Southlands to jump queues of traffic on the main road network which is designed to take this traffic; and to improve the safety and environment on Southlands, which is a residential street.

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/southlandspilot. A paper edition was available at events and on request.

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

1.4.1 Format of report

Following this introduction:

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

2. Methodology

2.1 Receiving responses

Almost all responses were received via the online questionnaire, however 3 respondents returned hard copy versions.

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

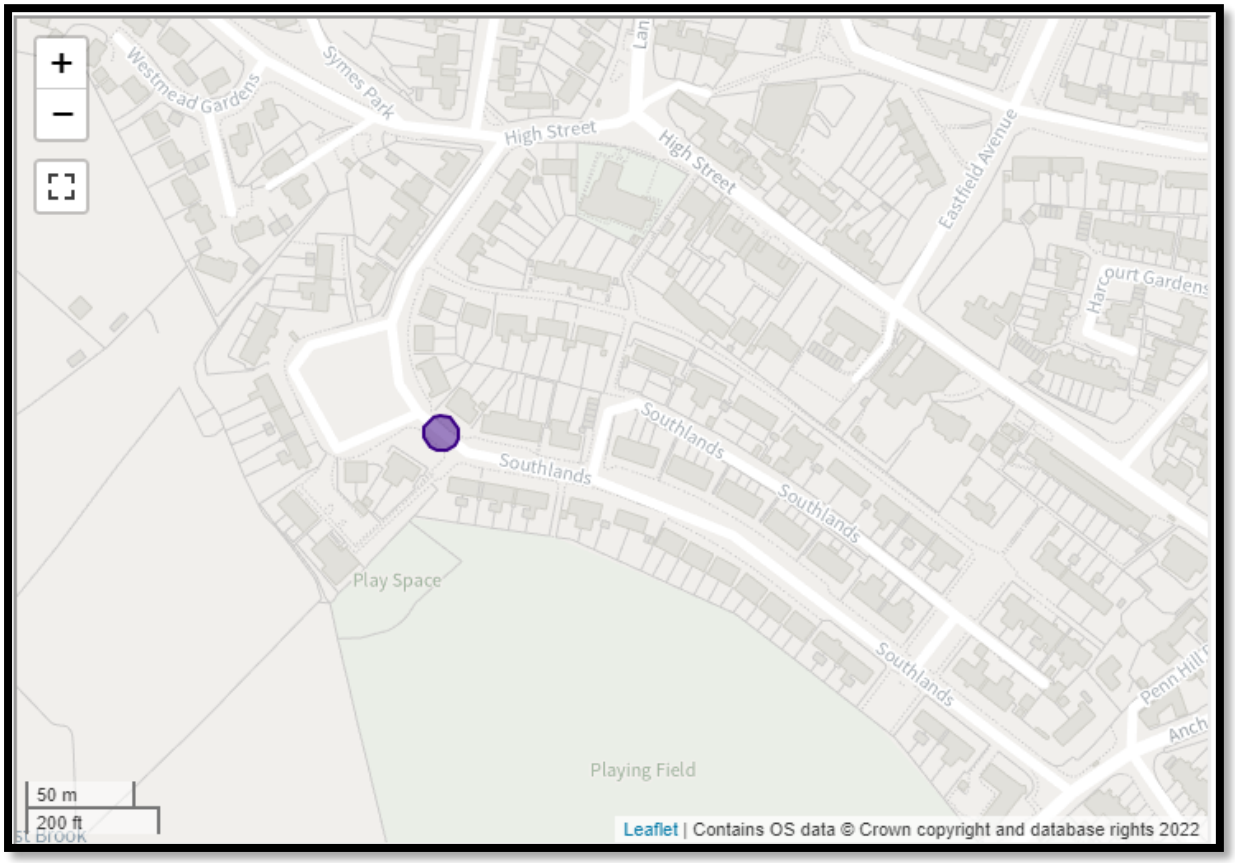
Hard copy respondents were not asked where they live, these respondents are only shown in the “All Respondents” column.

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 99 responses to the engagement. The proposed planters (acting as modal filters) would be trialled on Southlands near no.128 Southlands, before the cul-de-sac, heading along Southlands from Penn Hill Road.



- 28 responses were from residents of Southlands;
- 68 responses were from respondents who live elsewhere; and
- 3 responses were from respondents who did not provide the basis of their interest in the area.

3. Analysis – Southlands (near no.128 Southlands)

3.1 Level of Support

Respondents were asked if they supported the trial of a proposed through-traffic restriction on Southlands with temporary planters placed on the road near no.128 to stop vehicles passing through. Overall, 42 out of the 99 respondents either supported or partially support the proposal (two-fifths of all respondents). 57 respondents did not support the proposal.

Out of the 28 respondents who stated that they live on the road, 16 supported or partially supported the proposal, compared with 12 who opposed it. Out of the 68 that live elsewhere, 42 opposed it, while 26 supported or partially supported it. The responses are shown in **Table 1** by residential location.

Table 1: Do you support the proposed modal filter on Southlands?

	Live on the road affected	Live elsewhere	All respondents
I support the proposals	11	18	29
I partially support the proposals	5	8	13
I object to the proposals	12	42	57
Base	**28**	**68**	**99**

3.2 Open ended comments

3.2.1 Objections to the proposal

In total, 57 respondents made a comment criticising the proposal. The most common issues raised by respondents are shown in **Table 2**. The majority 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 displace traffic /parking onto other roads	6	27	34
Will push traffic onto Weston High Street	6	18	24
Will negatively impact residents	6	9	15
Is not needed / will bring no benefit	1	6	8
Will increase pollution in the area	0	7	7
Disagree that it's a rat run	3	2	5
Not the right solution to address rat running	0	5	5
Will reduce available parking spaces	3	0	4
Will increase congestion on neighbouring roads	0	1	4
Will reduce access for emergency vehicles	0	2	2
Will cause confusion for future visitors / delivery drivers	0	1	1
Will cause an issue for vehicles turning	0	1	1

Would force users to take a more hazardous route	0	1	1
Generally oppose	1	1	2
Base	**14**	**40**	**57**

The most common comments were that the proposal would displace traffic, increasing traffic and parking problems on other roads (n=34), push traffic onto Weston High Street (n=24) and that the proposal would negatively impact residents in Southlands (n=15). These statements were mainly, but not exclusively, given by non-residents of Southlands.

"It is not fair that Southlands residents get their own quiet street that the rest of us can't use, while they can drive through our streets which will be more congested because of the reduced capacity due to the Southlands closure. This is completely wrong; you are making Southlands residents lives better at the expense of residents in nearby streets. You have to treat residents equally; you will divide the local community and pit neighbours against each other." (Object, Live on affected road)

"Closing Southlands to through traffic will only cause more congestion on the High Street. Weston High Street is very narrow and cannot cope with additional traffic congestion and pollution. It is a residential street where people live, not a main road" (Object, Resident on neighbouring street)

"I live nearby in Weston and the High Street is already busy. Closing Southlands will force more traffic onto the High Street and cause more traffic jams" (Object, Resident on neighbouring street)

Fifteen respondents felt the modal filters would negatively impact local residents, causing accessibility issues, increased traffic on neighbouring roads and issues for residents parking.

"Closing roads off is dangerous and discriminatory. The vulnerable, elderly, mobility impaired and disabled rely on cars to get around … There are people living here in Southlands for whom closing the street will cause hardship and stress" (Object, Live on affected road)

"It is not fair that Southlands residents get their own quiet street that the rest of us can't use, while they can drive through our streets which will be more congested because of the reduced capacity due to the Southlands closure. This is completely wrong; you are making Southlands residents lives better at the expense of residents in nearby streets. You have to treat residents equally; you will divide the local community and pit neighbours against each other." (Object, Resident on neighbouring street)

8 respondents disagreed that Southlands is a busy road and does not require the modal filters, which would bring no benefit. 5 respondents disagreed that rat running is an issue and five stated it was not the right solution to address rat running.

"blocking the road won't solve anything, won't solve the real problem. Traffic flow in southlands is ok as it is, and I see it safe for everyone." (Object, Live on affected road)

"The issues reported with the through traffic is negligent <sic> *or non-existent in reality. There is very mild traffic coming through Southlands and as a close by resident I have not*

really felt or experienced any problems on said street" (Object, Resident on neighbouring street)

"Rather than noticing that motorists are using this as a cut through, the question doesn't seem to have been asked as to why. The answer is that the High Street is frequently blocked and congested. So why not put more effort into decongesting the High Street, rather than increasing the congestion?" (Object, Resident on neighbouring street)

Seven respondents commented about their concerns that the modal filters would increase pollution in the local area and the negative affects this would have on residents' health and wellbeing.

"I do not believe that this scheme will make a huge difference to these individuals in particular but will hugely impact the surrounding roads and increase traffic and pollution in a more condensed area" (Object, Resident on neighbouring street)

"The pollution levels will increase on a narrow residential street and local people's health will suffer" (Object, Resident on neighbouring street)

Small numbers of respondents made comments regarding the reduced availability of parking if the modal filters are introduced and showed concern about increasing congestion on other neighbouring roads.

3.2.2 Supporting the proposal

Overall, 30 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, by respondent's residency.

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

	Live on the road affected	Live elsewhere	All respondents
Stops rat running	8	8	16
Improves road safety	6	6	12
Encourages reduced car use	1	2	3
Positively impact residents	1	2	3
Improves pedestrian safety	0	2	2
Improves cyclist safety	0	2	2
Improves journey if walking / cycling	0	1	1
General support	0	1	1
Base	**11**	**19**	**30**

16 respondents felt that the proposals would prevent rat running. This was the statement most often said by both residents on the street and those who live elsewhere.

"I support this proposal because at the present a lot of traffic drives through Southlands far too fast and it's an absolute nightmare to park outside my house" (Support, Live on affected road)

"It has always been worse from drivers avoiding going through the Village High Street and using Southland which can become a two-way race track to get ahead of traffic going up or down the hill" (Support, Live on affected road)

14 respondents stated that the modal filters on Southlands would increase safety, including road safety (n=12), pedestrian safety (n=2) and cycle safety (n=2). Concern for children's safety was frequently expressed, particularly during rush hour and school pick up and drop off times because of the volume and speed of traffic.

"when parking on an evening I always have to ensure I park with my child's car seat on the kerb side as I always find it very challenging getting him in the car as I've nearly had my door taken off and been at risk of being hit on numerous occasions so with the road blocked further along it will take away the motorists that use the street as a rat run and not respecting the 20mph limit" (Support, Live on affected road)

"Consistently observing dangerous driving on Southlands putting local children at risk. This is often at high peak times of children walking to & from school" (Support, Live on affected road)

"I welcome the opportunity to make this route safer for cycling, particularly for when my kids cycle here. My friends live on Southlands and I'd be happy to have this street be improved as a place to socialise and chat with people in a pleasant, people-friendly space" (Support, Resident on a neighbouring street)

3.2.3 Suggested changes

In the comments provided, 47 respondents also suggested changes to the proposal which they would like to see in addition to the modal filters 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
High street parking / traffic needs resolving	3	16	19
Use other methods (instead of/ alongside). e.g. speed bumps / improved signage	1	6	8
Enforce current parking restrictions / speed restrictions	3	3	7
Southlands resident parking needs addressing	1	4	5
Parking at RUH needs addressing	1	3	4
Lansdown Lane traffic needs reducing	0	1	1
Base	**10**	**35**	**47**

19 respondents mentioned that high street parking and high street traffic needs resolving.

> *"This will increase the already overburden traffic on Weston high street. For this to work all traffic parking from the shops to the roundabout needs to be removed on this very busy road. You are just moving the problem to another road already very busy. If you just removed this parking in the first place it would be no need for the southlands work" (Partially support, Resident on neighbouring street)*

> *"If you remove the on-street parking on the High Street which causes the congestion, there would be no need for these measures as the "shortcut" would be slower" (Object, Visitor to the area)*

8 respondents felt that other methods should be used instead of, or in addition to the modal filters, for example, implementing traffic calming measures like speed bumps or speed cameras.

> *"In principle it is a good idea, but you need to go further and slow all vehicles down on every road, restrictions on large vehicles also. Narrowing of roads especially the high street to stop the volume of vehicles. Make all the roads saver not just a few. Bumps in roads, that slow cars down, emergency services can get past them easily. Cameras for large vehicles. Keep buses to main roads encourage people to walk to them, no need for buses around the estate, make all of Weston safe and create health lifestyles" (Partially support, Resident on neighbouring street)*

7 respondents stated that they wanted to see greater enforcement of parking restrictions and speeding, enforcement of people parking on double yellow lines and those visiting or working at Royal University Hospital (RUH) parking on nearby streets were common comments.

> *"Enforced Permit parking would remove double, hospital, school and visitor parking problems and will reduce the rat run concept once it became known that parking was unavailable in Southlands through enforcement" (Partially support, Live on affected road)*

> *"The speed restrictions are not enforced. We very often have cars racing along the High Street at 40MPH. We need traffic enforcement with; cameras; tickets issued for cars and vans parked on double yellow lines on the High St and Southlands" (Partially support, Resident on neighbouring street)*

9 respondents commented on parking issues, highlighting the need to address resident parking in Southlands (n=5) and parking issues at RUH (n=4), respondents wanted to see solutions to these parking issues.

> *"This doesn't solve the issue of people parking on southland when visiting or working at the RUH." (Object, Resident on neighbouring street)*

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 Southlands area. See www.bathnes.gov.uk/yourLN

4.1.1 High street parking / traffic

Several residents are concerned about the traffic and parking issues on Weston High Street. There were a few comments suggesting removal of parking along the High Street to reduce congestion.

This scheme purpose is to improve Southlands. We acknowledge that residents feel that there is an issue with parking along the High Street. Another scheme could help solve this issue in future or it may have been suggested for the wider LN programme for Southlands. See www.bathnes.gov.uk/yourLN

4.1.2 Other interventions

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

The scheme aims to restrict the though traffic along Southlands. While speed bumps slow traffic down, they will not reduce through traffic. The modal filter proposed should see a reduction in traffic driving along Southlands and therefore should also reduce the speed at which people travel through. However, further traffic calming could be considered should a trial go ahead and the monitoring data suggests that speeding still exists.

4.1.3 Southlands parking issues

Some residents are concerned that the modal filter won't address the parking issues along the road. They would like to see greater enforcement of parking restrictions in the area, especially for those visiting or working at Royal University Hospital.

It is agreed that the scheme won't address the parking issues from the RUH. We acknowledge that there needs to be better enforcement of vehicles parked on double yellow lines along the road. If residents support an RPZ in the Southlands area they can request - via their ward councillors - that the council run an initial consultation on the proposal.

4.1.4 Lansdown Lane traffic needs reducing

A resident suggested that the traffic along Lansdown Lane needs reducing.

This scheme is a through-traffic proposal forSouthlands. Future schemes may consider the traffic levels along Lansdown Lane or it may have already been suggested by residents as part of the wider LN programme for Southlands. See www.bathnes.gov.uk/LN

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

Area 10 - Concept Design report for through-traffic restriction proposal, Southlands
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
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P01	26/05/2022	First Issue			
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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 Southlands, aimed at removing the current speeding and through traffic issue. This document provides:

- Details on the current situation within the area of Southlands, see (Section 2.1).
- A summary of the outputs of the public consultations carried out in October 2020, see (Section 2.2).
- The key issues and ambitions for the area identified by the original Liveable Neighbourhood application and the public engagement undertaken in winter 2021, see (Section 2.4).
- Descriptions of the solutions identified by AECOM to address said issues meet the ambitions, see (Section 3).
- The requirements for further information needed to develop, implement, and monitor the scheme, see (Section 3.8).

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 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 covers the residential area of Southlands in Weston, north west of Bath city centre. The area is a short walk from the high street and features lots of on street parking from residents in the area. The road is used as a drop off point for parents who take their children to St Mary's catholic primary school and by commuters looking to avoid traffic along the Weston High Street. Southlands is subject to a 20mph speed limit. The proposed location for the intervention is just off the High Street and north of Penn Hill Road. Southlands is linked to the High Street to the North and Penn Hill Road to the south as shown in Figure 1 below.

Figure 1: Area 10 Site location plan

2.1.1 Heritage and Conservation Implications

Southlands is located within a World Heritage Site Boundary; Weston High Street is a conservation area with Grade II listed buildings in close proximity. Weston Recreation Park is an Area of Outstanding Natural Beauty.

2.2 Current Challenges

Several issues have been raised throughout the engagement process:

Streets reported as a route for motorised through traffic. There have been anecdotal reports of motorised vehicles using this route to avoid the queues on the High Street and Penn Hill Road, as shown in Figure 2 below.

Figure 2: Current understanding of traffic movements

Parents using street to park and drop off children at nearby St Mary's primary school. Furthermore, it has been reported that Southlands is currently utilised by parents dropping off/ collecting children from St Mary's Primary School. The existing carriageway width is narrow in places and results in issues during peak hours This makes it more difficult for residents to navigate the street and park their own vehicles.

2.3 Potential for Improvement

There is currently potential to introduce 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 Southlands will stop non-residents using the street inappropriately. The reduction in vehicles using these roads should provide pedestrians and cyclists with a safer environment to navigate and allow for opportunities to revitalise the local area by returning this road space to pedestrians. Any continued issues with indiscriminate parking and school access along Southland raised by residents can be addressed during the co-design stage.

2.4 Community Steer

Southlands was 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 original application, the initial request was for the *'Installation of a modal filter, with adequate turning space for drivers'.*

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 5.11 in the report for further detail).

1) Introduce measures to prevent motorised through traffic through Southlands
2) Improve infrastructure and parking facilities for cyclists
3) Improve infrastructure for pedestrians
4) Improve accessibility for pedestrians along Southlands.
5) Improve public realm, space allocation and pedestrian crossings

The response was predominantly from Figure 3, residents. There was however a small percentage of residents against the interventions, as shown in Figure 4.

Figure 3: Summary of Area 10 participants' connection to the area (multiple-choice question). Extract from engagement in December 2021.

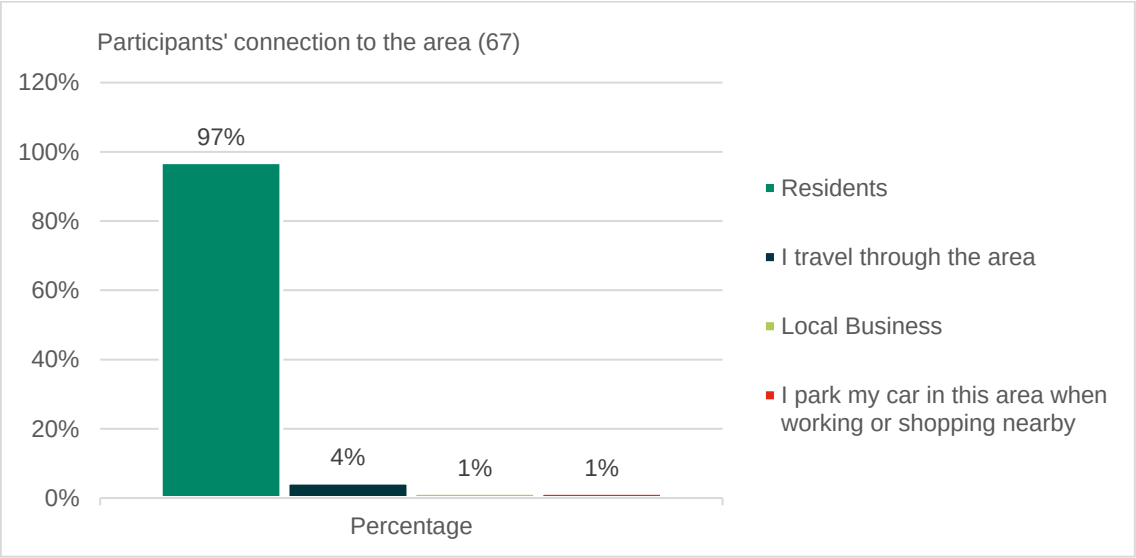


Figure 4: Summary of sentiments of Area 10 responses (68). Extract from the engagement in December 2021.

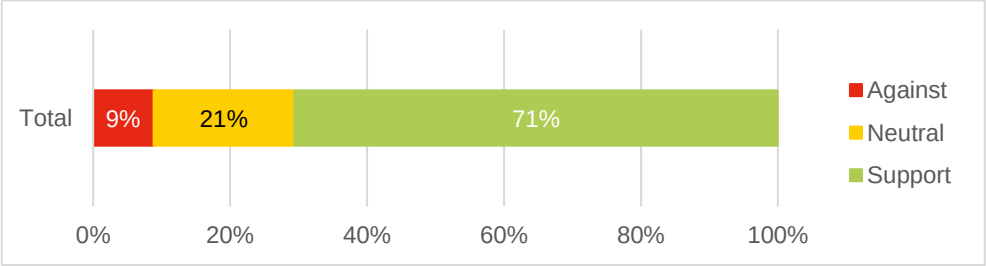


Figure 5 and Figure 6 below identify through traffic (and the associated school run) as the main issues impacting the community and this was backed overwhelmingly by support for the introduction of measures to restrict movements of through traffic with motor vehicles.

Figure 5: Summary of Area 10 transport related problems (multiple-choice question). Extract from engagement in December 2021.

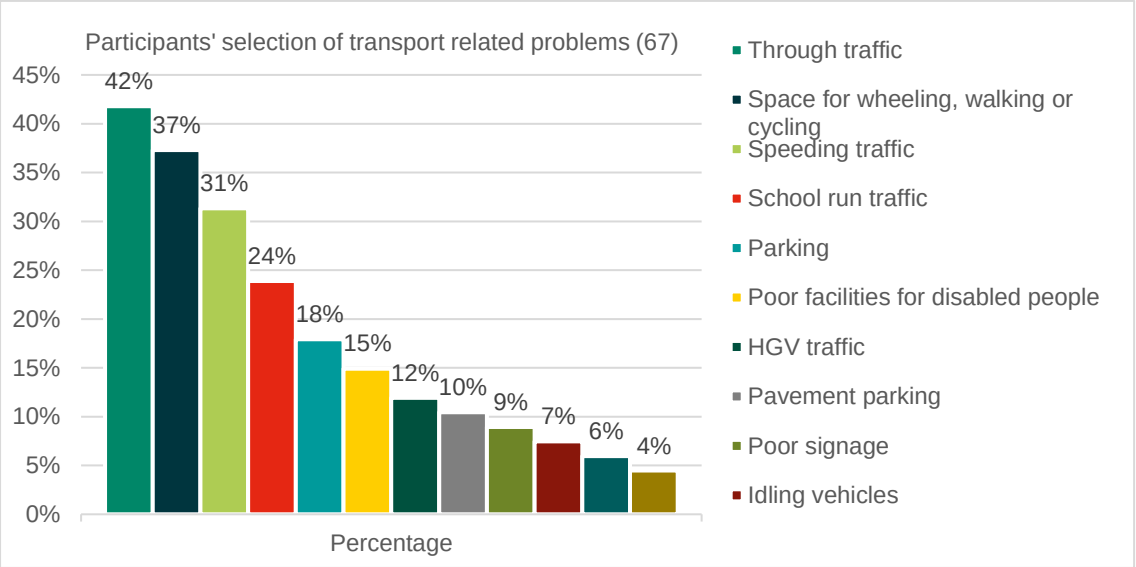


Figure 6: Summary of Area 10 participants' selection of measures with greatest positive impact (multiple-choice question). Extract from engagement in December 2021.

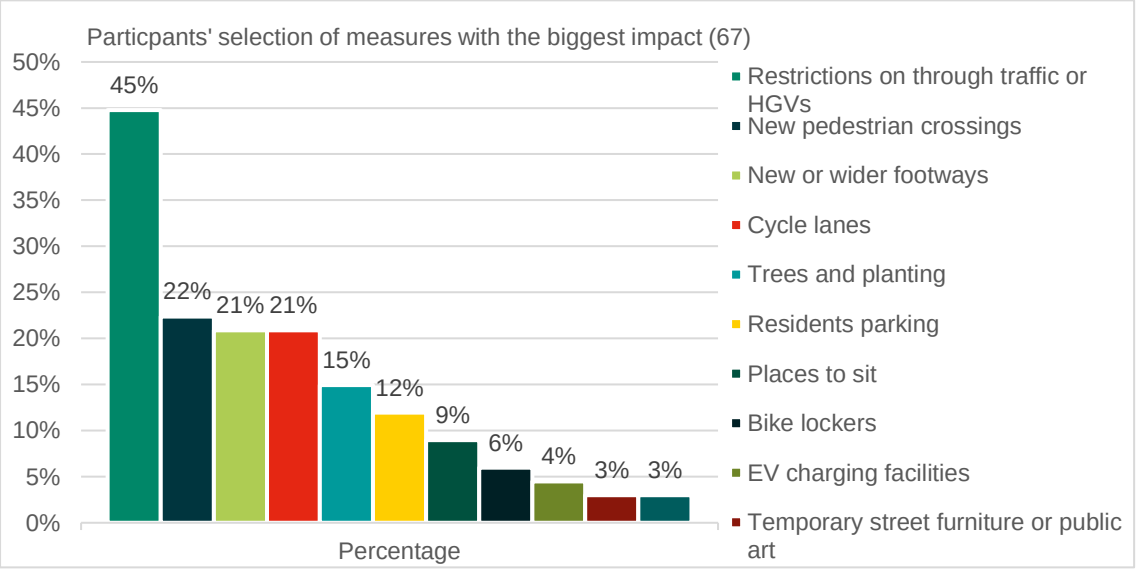


Table 1: Summary of Area 10 responses to Q6 'Any other comments?'. Extract from engagement in December 2021.

Theme	Summary of responses to 'Any other comments?'	Number of comments
Biodiversity	Comments to invest and improve biodiversity.	3
Cycling	Lanes Comments welcoming new cycle lanes in the area.	5
	Safety Comments that cyclist safety is often at risk because of speeding traffic, with particular reference to the Anchor Road and High Street junction.	4
Horse riders	Comments that access to safe riding paths/bridlepaths be considered.	2

Parking	Commuters and visitors Comments that parking is often problematic for residents due to the high numbers of commuters and hospital users. Two comments also suggested implementing a Residents Parking Zone scheme.	5
	Pavement parking Comments that pavement parking is an issue.	3
	School traffic One comment stating the parking for school pick up can cause queues. Comments that the 'Park and Walk' area is often quiet or has caused more traffic to drive through the area to access them.	3
Pedestrian	Pavements Comments that pavements are too narrow or simply stop. Several comments suggested installing a new or lowering dropped kerb to improve accessibility and two comments that they are often blocked by parked cars.	11
	Safety Comments that pedestrian safety is an issue, often in relation to lack of crossings and speeding traffic, or a desire to improve it.	9
	Crossings Comments that the crossing on Anchor road should be improved and comments identifying locations for new crossing to be installed.	9
	Pedestrian access Comments to improve pedestrian and disabled access to the hight street, with three of the comments specifically requesting the high street to be closed to through traffic and fully pedestrianised.	5
	Footpaths Comments to build new or improve existing footpaths damaged by cars or excessive rainfall and use.	3
Public spaces	Seating Comments requesting more places to sit and enjoy, either parklets, café areas or in more natural settings.	3
Road	Traffic calming measures Comments that traffic calming measures should be considered, with a particular emphasis on Southlands. Suggestions include speed speedbumps and modal filters.	5
	Junctions Comments that the slay at Anchor junction needs to be tightened.	2
The Scheme	Clean Air Zones (CAZ) Comments that the introduction of the CAZ has displaced traffic to the area.	5
Traffic	Issues Comments that the area experiences traffic related issues in the area, with the most commonly referenced issues being speeding and HGVs.	19

As can be seen in Table 1 there is support for the removal of motorised through traffic movements, as well as improving walking and wheeling infrastructure, along with safer crossings. These additional components 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, Southlands was chosen as one of five initial Pilot Projects, which will see interventions accelerated in the form of through route controls.

3 Southlands Modal Filter

3.1 Proposal description

The proposal introduces a modal filter on Southlands and will be proposed within the cul-de-sac loop. The proposed location can be seen below in Figure 7 and Figure 8 Figure 8: . This location will provide an opportunity for vehicles to carry out three-point turns either side of the modal filter with plenty of visibility and no additional loss of parking required to accommodate the turning movement. The space occupied by the modal filter will allow access for pedestrians and cyclists. This space can be reclaimed for local residents, potentially revitalising the space with the inclusion of planters, parklets, benches and possibly bike stands to provide a community space for residents in the surrounding area as seen in Figure 9 below.

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. 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. In addition, signage at the entrance to Southlands will be provided to alert drivers that they will not be able to use area as a through route.

Furthermore, additional physical measures may be required adjacent to the modal filter to prevent through vehicles from using the grass verge areas on either side to bypass the modal filter. This may be achieved through positioning of benches or posts etc and will require land ownership and highway boundary plans to identify the usable highway space.

Figure 7: Proposed location of modal filter on Southlands

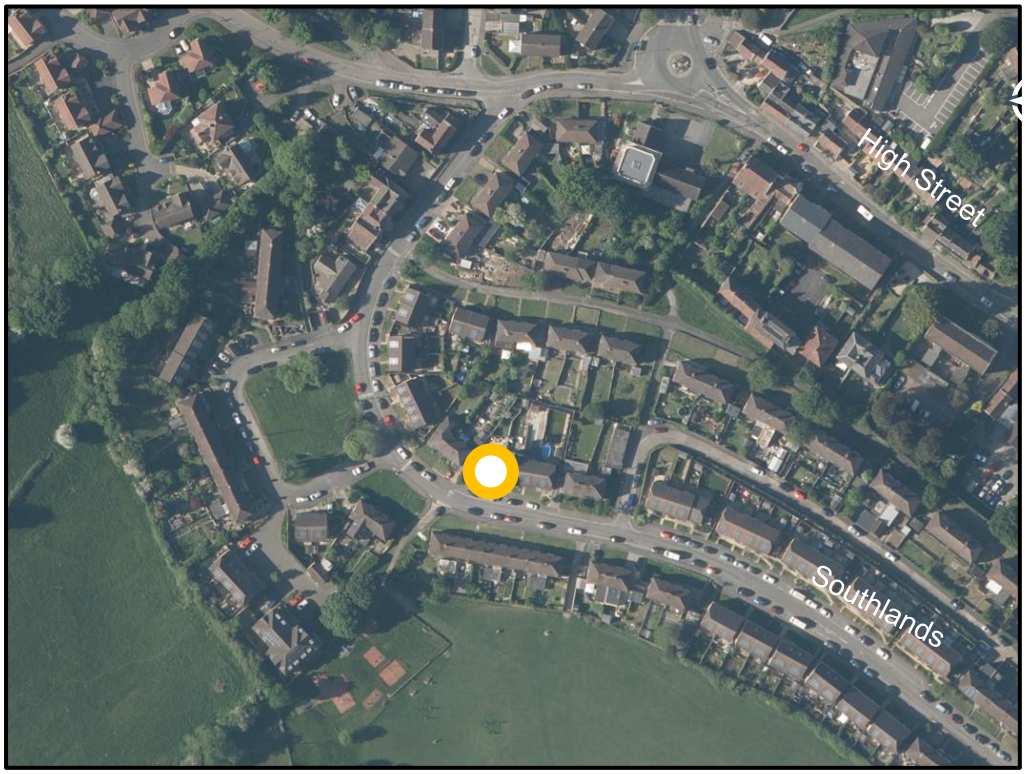


Figure 8: Alternative view of proposed location of modal filter on Southlands

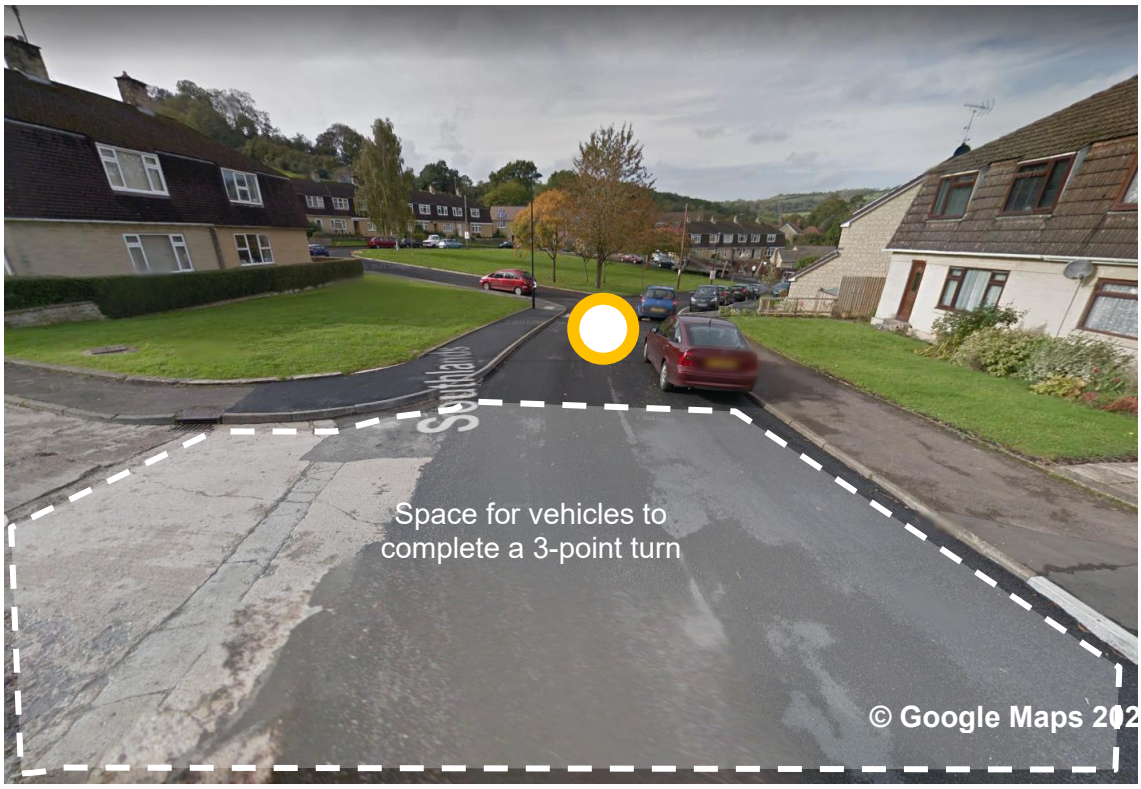
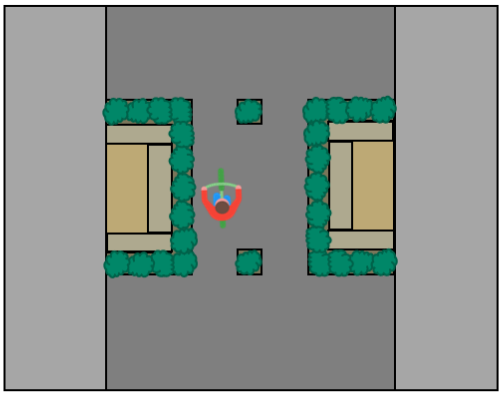


Figure 9: Example of modal filter that could be implemented in Southlands



Parklets and planters used to create a modal filter that allows pedestrians and cyclists through

3.2 Cost of works

In 2022, the estimated cost for this scheme is **£35,000** 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) will be implemented within 3-6 months of the approval of this report, and it will be reviewed within 18months to 2 years from implementation to determine if the intervention should be made permanent. Timings for the implementation are subject to further public 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 filter in the road will provide a permeable filter which allows for pedestrian and cyclist access whilst restricting vehicle movements. This will prevent motorised through traffic, discourage parking due to the reduced access through the area and improve the walking and cycling situation. The proposal meets priorities 1, 2, 3, 4 & 5 from Section 2.4 by reducing through traffic, providing improved facilities for pedestrians and cyclists, and improvement to the public realm, see Figure 5.

3.5 Diversionary Impacts for Residents

Residents driving either side of the modal filter will have to navigate through either High Street or Pen Hill Road to access Southlands. This diversion is very minimal and should not produce a great deal of interference for residents, see Figure 10 below.

Figure 10: Diversionary Impacts of the Southlands Modal Filter

3.6 Opportunities to reclaim Space for the Local Community

As mentioned in Section 3.1 the area occupied by the modal filter can be fitted with greenery and street furniture to provide a community space for residents. The inclusion of parklets in this area will create a community hub for local residents in the area.

3.7 Diversionary Impacts for others

The introduction of a modal filter will force those currently using the route to return to the main route around the area. This may place added strain on those roads, and particular the

Pen Hill Road/Anchor Road/ High Street junction. The scale of this impact will need to be assessed with an understanding of any potential mitigations which may be required to improve the operation of those routes. This will be considered as part of the co-design process.

3.8 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 consolation.
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.
Highways and Land Ownership Boundaries	This will allow the design team to determine the boundary of their design area and ensure any measures fall within highway land.

4 Other option considered

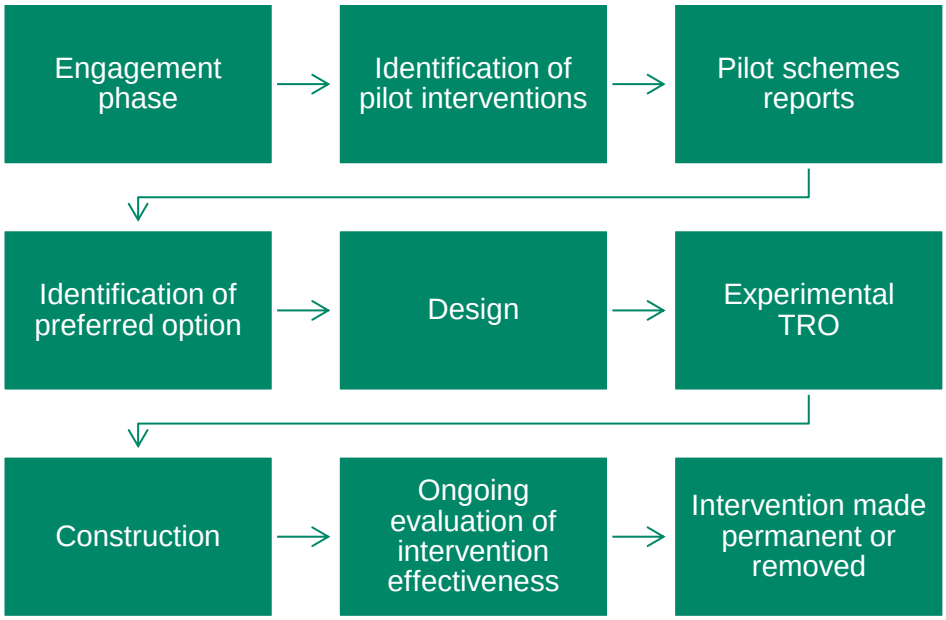
4.1 Diagonal filter across Southlands Crossroads

The introduction of a diagonal modal filter in Southlands was investigated at the crossroads before the first junction when coming from Penn Hill Road. This location provides an opportunity for vehicles to loop around on the west side of the modal filter whilst the space available to the east available for vehicles to perform a 3-point turn was limited. As such the lack of provision for vehicles to safely complete a turn and exit the area has resulted in the dismissal of this proposal.

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 Southlands. 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 negative impact on local residents it is causing.

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

The design improvements proposed in this document seek to address the issues raised by the local community and improve the local streets for residents. The interventions proposed provide merit and meets the needs and requests of the local people, providing design solutions which will improve the operational safety of the area. In addition, the interventions will also provide greater opportunity for active travel modes to safely navigate through Southlands 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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