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

Egerton Road and Cotswold Road area Outcome Report

Bath and North East Somerset Council

Project number: 60668625

07 October 2022

Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
1	07/10/2022	n/a	n/a	n/a	n/a
2	01/11/2022	n/a	n/a	n/a	n/a

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1. Introduction

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

2. Previous engagement

Policy development and initial engagement

- 2.1 Between 9 September and 18 October 2020, the council developed the LN strategy and held a policy consultation to understand people's views on transport-related issues in the area.
- 2.2 Following on from the policy consultation and once the application period for LN areas had closed, the council held a public engagement between 29 November 2021 and 3 January 2022 on the 15 LN areas prioritised to progress in 2022/23.
- 2.3 The 15 LN areas are:
1. **Mount Road** (Area 1)
 2. **Pulteney Estate area** (Area 2)
 3. **Whitchurch Village and Queen Charlton** (Area 3)
 4. **Lower Lansdown and the Circus** (Area 4)
 5. **Oldfield Lane and the Avenues** (Area 5)
 6. **London Road and Snow Hill area** (Area 6)
 7. **Church Street and Prior Park Road area** (Area 7)
 8. **Chelsea Road area** (Area 8)
 9. **Entry Hill, Bath** (Area 9)
 10. **Southlands Area, Weston** (Area 10)
 11. **Morris Lane and Bannerdown Road area** (Area 11)
 12. **New Sydney Place and Sydney Road** (Area 12)
 13. **Egerton Road and Cotswold Road area** (Area 13)
 14. **Temple Cloud** (Area 14)
 15. **Lyme Road and Charmouth Road area** (Area 15)
- 2.4 Residents in each area were asked to identify what is good about their area, what could be improved, and what measures could have a positive impact on the community.
- 2.5 A total of 1,684 responses were received across the 15 areas, with 46 responses related to the Egerton Road and Cotswold Road area. The responses helped the council to identify key themes and issues to be addressed.
- 2.6 A copy of the initial engagement report can be found on the council's website here:
<https://beta.bathnes.gov.uk/sites/default/files/Liveable%20Neighbourhoods%20Engagement%20Report%20FINAL%20UPDATED%20%28002%29.pdf>.

Co-design workshops

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

Further engagement

- 2.11 Alongside the co-design workshops, the LN team also worked closely with the charity Sustrans who promote enabling walking and cycling. Sustrans held a number of local engagement workshops and pop-up engagement events across the 15 LN areas as well as assisting and facilitating city-wide events to engage with youth and seldom-heard groups.
- 2.12 Sustrans officers held workshops at Moorlands Infant School and Moorlands Junior School on Tuesday 28 June 2022 and asked the students to show what they liked and disliked about their area, as well as their ideas for improvements using post-it notes on a large map of the area. They also facilitated an activity for the students called King/Queen for the day to understand what the students would introduce to make it a better place to live and travel for everyone.
- 2.13 During targeted local engagement, the feedback that Sustrans received from residents will be considered alongside the feedback of workshops and the workshop exhibitions in the future stages of the programme.

3. Co-design review and prioritisation

- 3.1 Workshop attendees and those that had registered to be kept informed of the LN programme were invited to review the output for the Egerton Road and Cotswold Road area at a workshop exhibition. This was held on Wednesday 31 August in St Alphege Church, between 4pm and 8pm. The exhibition for Oldfield Lane and The Avenues was also held at the same location on the same day.
- 3.2 The purpose was to ensure that all the measures proposed at the workshop were captured in the report and on the maps. As part of the co-design process, the residents were also asked to prioritise the measures that would most benefit the community (focusing on the original application area for LN).
- 3.3 Those that had signed up to receive programme updates during the 2021 engagement and those that registered to take part in the co-design workshops were told about the exhibition by email. These groups were sent an initial email which provided the date, time, and location of the exhibition.
- 3.4 Closer to the date of the exhibition the same group were sent a reminder email, which also contained a link to both the workshop report and an online feedback form to fill in if they could not attend in person. A copy of the reminder invite email can be found in Appendix A.
- 3.5 At the co-design exhibition, members of the programme team were in attendance to guide visitors through the outcomes of the workshop and answer any questions.
- 3.6 Information boards were placed around the venue highlighting the measures that were discussed at the workshop and published in the workshop output report. There were also print-outs of the co-design workshop report, a document containing all types of measures (measures are also referred to as 'interventions' on the information boards used at the co-design exhibitions) and an area map. The reports and feedback forms were also provided in large print. A copy of the information boards can be found in Appendix B.
- 3.7 Attendees at the event were encouraged to complete a printed or online feedback form while viewing the boards, and to prioritise the measures they felt would most benefit the community. It was explained that the feedback would then be used to help draw up draft designs, focusing on the original application area submitted by ward councillors.
- 3.8 A postal address and QR code (directing people to the online form) were also made available should attendees wish to complete the feedback form at a later date.
- 3.9 In total, 48 members of the public attended the exhibition. This represents the total number of attendees for both the Egerton Road and Cotswold Road area and the Oldfield Lane and The Avenues exhibitions.

Zones

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

3.11 The zones are:

- **Zone 1:** Cotswold Road
- **Zone 2:** Egerton Road
- **Zone 3:** Chantry Mead Road
- **Zone 4:** Monksdale Road and Outer Areas

4. Feedback responses

- 4.1 A total of 31 responses were received for the Egerton Road and Cotswold Road area co-design exhibitions. 22 responses were submitted via the online feedback form, seven via paper forms and two via free text emails.
- 4.2 Zones 1 and 2 were included in the original application area. Therefore, the suggested measures for those areas were included within the questions in the feedback form. There were two multiple choice questions, one for each Zone included (1 and 2), as well as an open text box at the end for any additional comments. The ideas put forward for these areas are recorded in the workshop output report at www.bathnes.gov.uk/yourLN.
- 4.3 Zones 3 and 4 were excluded from the feedback form process as they were not included within the original application area to become an LN. However, their inclusion in the co-design workshop output report helps give a view of the area as a whole.
- 4.4 A map of the zones for the whole area, including those within the original application area, is shown in Figure 1 below.
- 4.5 A copy of the feedback form for the Egerton Road and Cotswold Road area can be found in Appendix C.

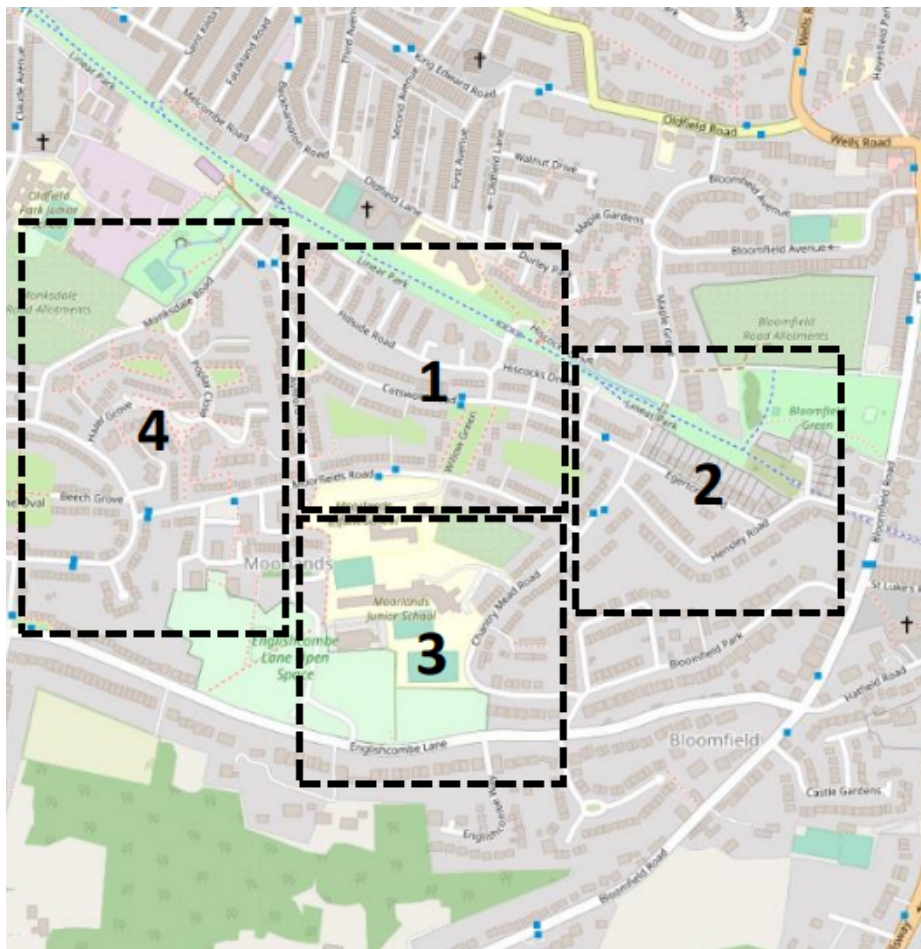


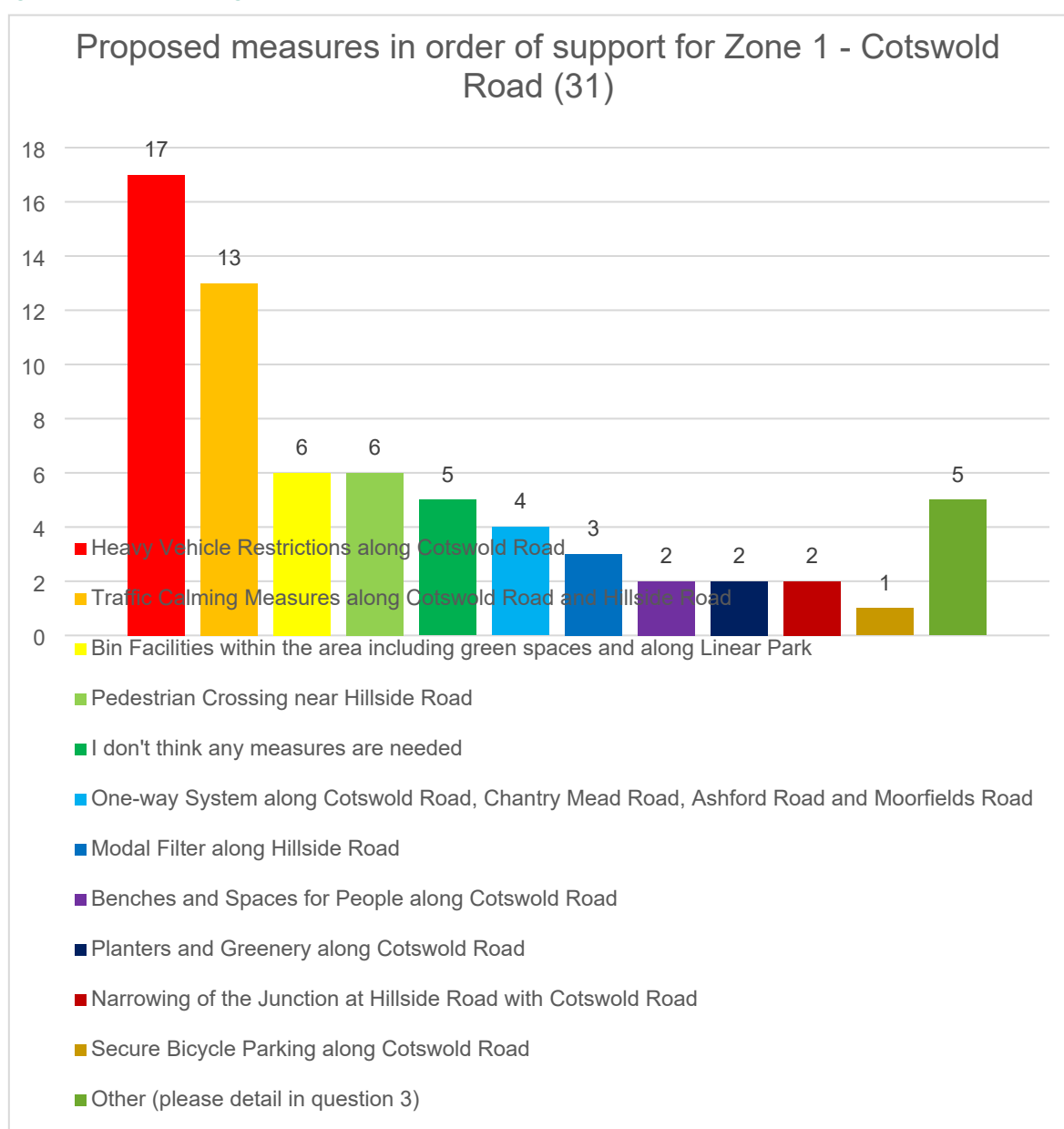
Figure 1 Map showing Zones 1 to 4 of the Egerton Road and Cotswold Road area (of which 1 and 2 were included in the original application area)

5. Results

Zone 1 – Cotswold Road

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

Figure 2 Graph showing the measures selected for Zone 1 – Cotswold Road



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

- 17 selected restrictions on heavy vehicle along Cotswold Road

- 13 selected traffic calming measures along Cotswold Road and Hillside Road
- Six selected better bin facilities within the area including green spaces and along Linear Park
- Six selected a pedestrian crossing near Hillside Road
- Five did not think any measures were needed
- Four selected a one-way system along Cotswold Road, Chantry Mead Road, Ashford Road and Moorfields Road
- Three selected a modal filter along Hillside Road
- Two selected a provision of benches and spaces for people along Cotswold Road
- Two selected planters and greenery along Cotswold Road
- Two selected the narrowing of the junction at Hillside Road with Cotswold Road
- One selected secure bicycle parking along Cotswold Road
- Five selected 'other' (please see 5.9-5.11 below)

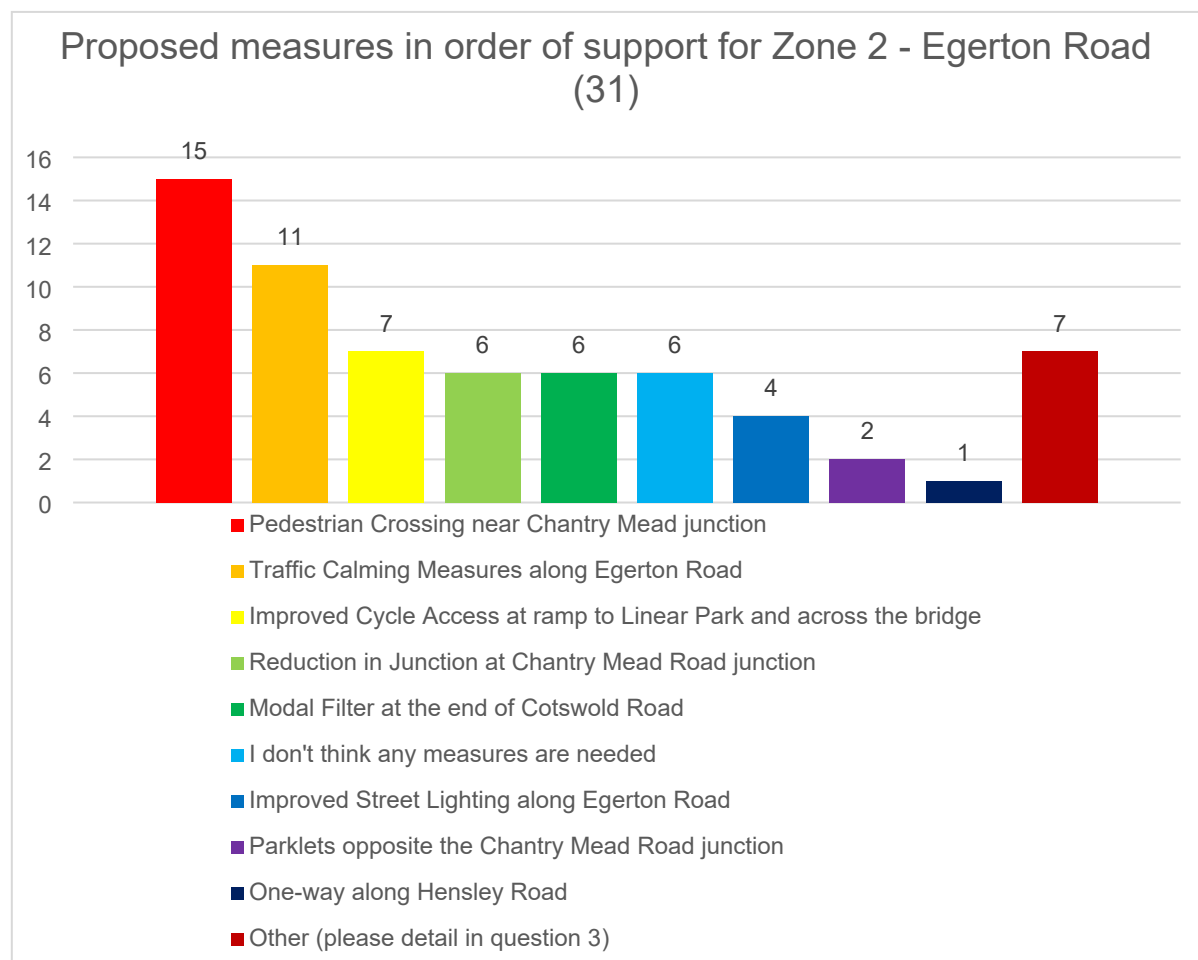
5.3 It is also noted that no respondents selected e-bike hiring facilities along Cotswold Road or parking restrictions along Hiscocks Drive.

5.4 Overall, restrictions on heavy vehicles along Cotswold Road, traffic calming measures along Cotswold Road and Hillside Road, a pedestrian crossing near Hillside Road, and better bin facilities in green spaces and along Linear Park were the most favoured measures for Zone 1 – Cotswold Road.

Zone 2 – Egerton Road

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

Figure 3 Graph showing the measures selected for Zone 2 – Egerton Road



5.6 Respondents stated that the following measures would most benefit the community.

- 15 selected a pedestrian crossing near Chantry Mead junction
- 11 selected traffic calming measures along Egerton Road
- Seven selected to improve cycle access at ramp to Linear Park and across the bridge
- Six selected a reduction in junction at Chantry Mead Road
- Six selected a modal filter at the end of Cotswold Road
- Six selected no measures needed
- Four selected to improve Street Lighting along Egerton Road

- Two selected parklets opposite the Chantry Mead Road junction
- One selected a one-way system along Hensley Road
- Seven selected 'other' (please see 5.9-5.11 below)

5.7 It is noted that no respondents selected e-bike facilities along Egerton Road.

5.8 Overall, a pedestrian crossing near Chantry Mead junction, traffic calming measures along Egerton Road, and improved cycle access at ramp to Linear Park and across the bridge were the most favoured measures for Zone 2 – Egerton Road.

Any other comments

- 5.9 The third question allowed respondents the opportunity to comment further on the suggested measures presented. Respondents were also asked to specify which zone or road their answer related to.
- 5.10 Comments received related specifically to Zones 1, 2, 3 and 4. Some comments were received in relation to the area as a whole or the scheme in general.
- 5.11 The comments received identified both problems within the area, as well as solutions or potential measures. Table 1 below shows the themes drawn from Question 3. The frequency of themes is shown in brackets after the problem/solution identified.

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

Area	Identified Problems	Solutions/Measures
Zone 1	<ul style="list-style-type: none"> • Opposition to one-way systems (2) • Opposition to modal filters (1) • Concerns about traffic restrictions (1) • Concerns around closing Hillside Road (1) 	<ul style="list-style-type: none"> • School street (2) • Parking restrictions along Cotswold Road (1) • Improve yellow lines and mark out parking areas to slow traffic down (1) • Cycle storage (1) • Parklet (1)
Zone 2	<ul style="list-style-type: none"> • Opposition to one-way systems (3) • Opposition to parklets (2) • Opposition to modal filters (2) • Opposition to Speed bumps (1) • Speeding traffic (1) • Concerns about traffic restrictions (1) 	<ul style="list-style-type: none"> • Traffic calming on Hensley Road (2) • Traffic calming on Egerton Road (2) • Bollard/or filter at the end of Hensley Road (west towards Chantry Mead) (1) • Calming measures near the Chantry Mead junction (1) • Improved street lighting (1) • Additional support for parklets and traffic calming (1) • Pedestrian crossing at Chantry Mead/ Egerton junction (1) • Narrow Road at Chantry Mead/ Egerton junction (1)
Zone 3	<ul style="list-style-type: none"> • Congestion (1) 	<ul style="list-style-type: none"> • Crossing point outside of Moorlands Junior school (1)

Area	Identified Problems	Solutions/Measures
		<ul style="list-style-type: none"> • Footway connecting the far field in Moorlands Park with Moorlands Junior school (1) • School street (1) • Cycle storage (1)
<i>Zone 4</i>	<ul style="list-style-type: none"> • Pedestrian and cyclist safety places such as St John's RC primary school and Moorlands school (1) • Poor accessibility of the Two Tunnels cycle path to the Sandpits playground (1) • Speeding, rat-running and volume of traffic (1) 	<ul style="list-style-type: none"> • Pedestrian and cyclist safety places such as St John's RC Primary school and Moorlands school (1) • Crossing to Sandpits Park (1) • Improvement of footway to rear of Sandpits Park (1)
<i>Area (as a whole)</i>	<ul style="list-style-type: none"> • No issues (3) 	<ul style="list-style-type: none"> • Change priority at junctions to include stop lines/signs (1) • Improved bus services (1) • EV charging points (1)
<i>General</i>	<ul style="list-style-type: none"> • Engagement criticism (1) 	<ul style="list-style-type: none"> • Driver behavioural change (1)

6. Conclusion and next steps

- 6.1 The results of the feedback from the co-design exhibitions found the following measures to be most favoured by residents and businesses in the Egerton Road and Cotswold Road area:

Zone 1 – Cotswold Road

1. Restrictions on heavy vehicle along Cotswold Road
2. Traffic calming measures along Cotswold Road and Hillside Road
3. Better bin facilities within the area including green spaces and along Linear Park; and a pedestrian crossing near Hillside Road

Zone 2 – Egerton Road

1. A pedestrian crossing near Chantry Mead junction
 2. Traffic calming measures along Egerton Road
 3. Improved cycle access at ramp to Linear Park and across the bridge
- 6.2 Any measure identified as a priority in the feedback, is being assessed against the Liveable Neighbourhoods Strategy and other criteria, such as cost, practicalities, and timelines. The popularity of the measure is also being considered. The outcome will inform what will be included in the draft designs for the area and can be viewed in a recommendation report to ward councillors, available on our website from Winter 2022/23.
- 6.3 All of the measures originally put forward at the workshop by attendees are designed to tackle the issues raised by the wider community during earlier public engagement (Winter 2021/22).
- 6.4 Once the draft designs have been published in Winter 2022/23, we will go back to the wider public for feedback, including stakeholders who may be impacted by the proposals.

Appendix A - Reminder Email

Invitation, sent 30 August 2022

From: liveableneighbourhoods

Sent: 30 August 2022 13:50

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

Subject: Liveable Neighbourhoods – Egerton Road and Cotswold Road Co-design Exhibition

Hello,

As a reminder, the co-design exhibition for Egerton Road and Cotswold Road is taking place on **Wednesday 31st August between 4pm and 8pm at St Alphege's Church** (Oldfield Lane, Bath, BA2 3NR).

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

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

Unable to come?

If you cannot make the exhibition, you can view all of the ideas put forward at the workshop and share your feedback online. Go to www.bathnes.gov.uk/yourLN and chose your area from the list.

To complete the feedback form please use the link [here](#). Family and friends are also encouraged to provide feedback. The feedback form will close at **5pm on Tuesday 14th September**.

How to get in touch

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

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

We look forward to welcoming you at the exhibition.

Yours faithfully,

Liveable Neighbourhoods Team
Bath and North East Somerset Council

Appendix B - Exhibition Information Boards

Bath & North East
Somerset Council

Improving People's Lives

Welcome

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



Policy consultation (Autumn 2020)

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



Applications for Liveable neighbourhoods (Early 2021)

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



Initial engagement on the 15 areas (Winter 2021)

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



Co-design workshops (Spring 2022)

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



Co-design exhibitions (Summer 2022)

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

Draft design development (Autumn 2022)

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

Draft design engagement (Autumn 2022)

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

What you have told us

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

Below is a summary of what people said about the Egerton Road and Cotswold Road area.

What is good about the area?:

- 29 said strong community spirit
- 28 said close to shops and services
- 19 said good accessibility, such as walking, wheeling and cycling

What issues are experienced?:

- 33 said speeding traffic parking
- 31 said through traffic
- 24 said school run traffic
- 20 said parking
- 20 said pavement parking
- 13 said idling vehicles

What measures could improve the area?:

- 34 said a restriction on through traffic or HGVs
- 20 said new pedestrian crossings
- 13 said 'better or more residents parking
- 8 said 'improved street lighting
- 8 said 'new or improved cycle lanes'



Co-design Workshop

The workshop took place at St Lukes Church on the 15th June 2022.

Brief presentation / introduction

Exercise 1

Break

Exercise 2

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

Thirty two people registered for the workshop, along with representatives from AECOM and B&NES Council. Attendees were split into four groups, on four tables.

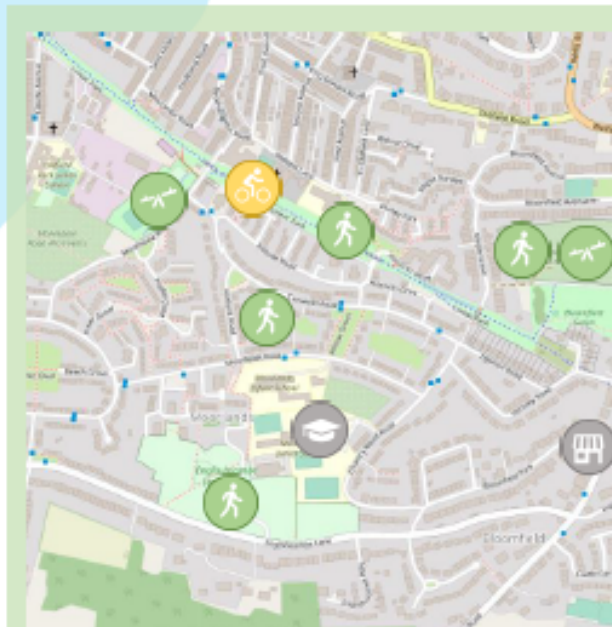
What did we learn?

- Residents in the Egerton Road and Cotswold Road area reported issues with parking for parents dropping off and picking up children during the week and people visiting linear park on the weekends.
- Parked vehicles blocked kerbs and park on the footways of all roads in the area, particularly along Egerton Road and Cotswold Road. This behavior inhibits access for the less mobile.
- Lots of children in the area walk to school but speeding traffic and lack of safe crossing points along both Cotswold Road and Egerton Road poses a real barrier.
- There are some great green spaces around the area but access to these and the maintenance could be improved in some instances.



We asked each table to discuss and identify on a map what they liked about the Egerton Road and Cotswold Road area.

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

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

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Interventions

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

Better Allocation of Road Space



Pedestrian Priority Crossing



New access point

Traffic Interventions



Parking Restrictions



Modal Filter



Signalised Junction



Narrow Junction Widths



One Way Street



Traffic Calming Measures



Additional Parking Space



Speed Restrictions



Camera

Better Cycle Infrastructure



Cycle Lane



Cycle Parking



E-Bike Hire

Additional Themes identified at workshops



Maintenance:
• Resurfacing
• Cut Vegetation



Lighting



Enforcement



EV Charging Measures



Car Club Spaces



School Street



Behaviour Change

Improved Public Space



Planters and Greenery



Wayfinding



Community Spaces:
• Seating
• Parklets
• Public Art



Litter Bins



Trees

What is a Modal Filter?

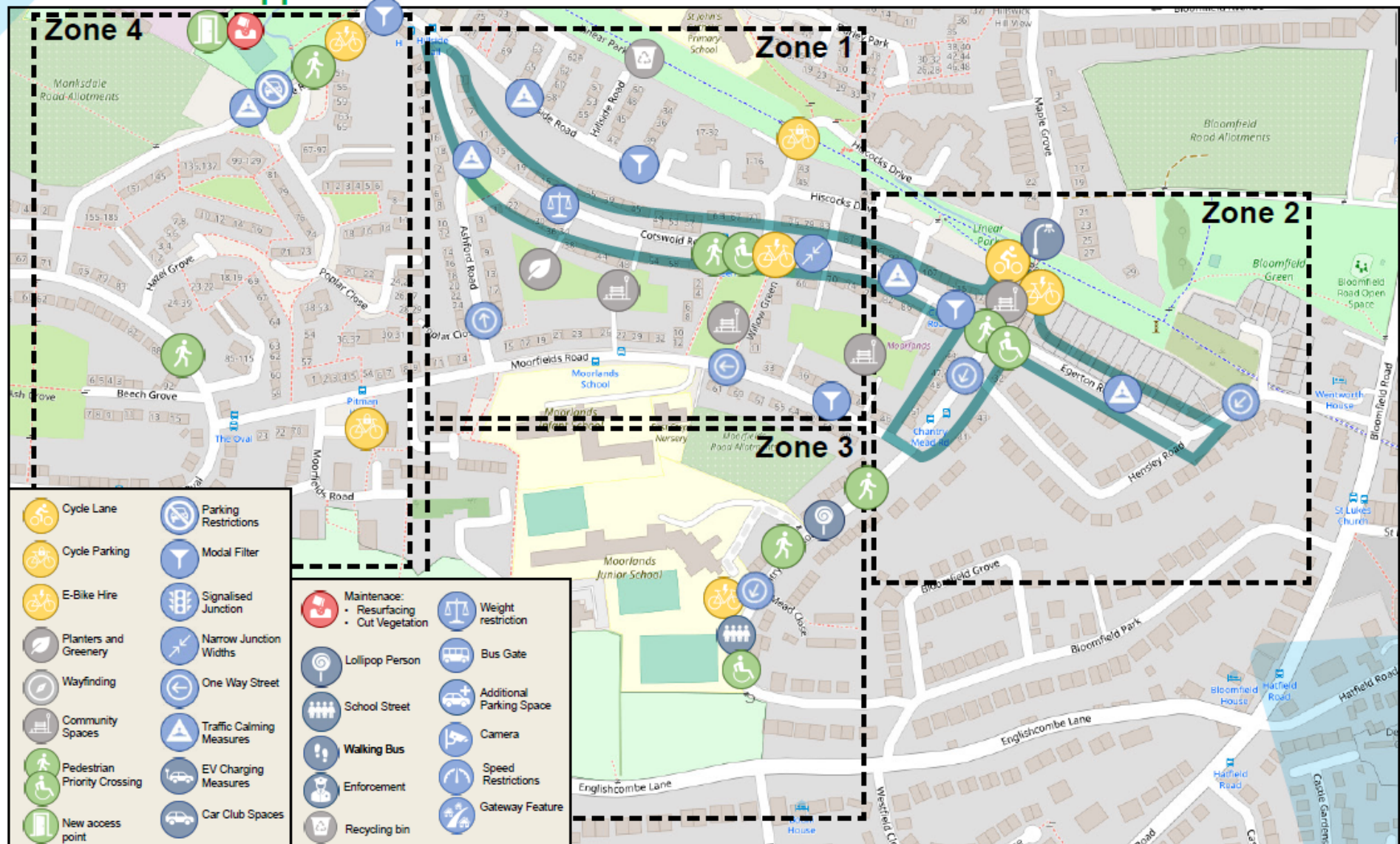
A Modal Filter is a vehicle restriction such as a droppable bollard, gate, or planter which stops through traffic but allows pedestrians, wheelchair users, and cyclists to pass through. Residents and service vehicles will be able to access their street but will be restricted from passing the point where the modal filter is positioned. Emergency services access will be maintained. It should be noted that some parking may be lost to enable turning and it may be necessary for vehicles to take different routes. Filters can be designed to work at certain times of the day or at all times.



Source: Cycling Embassy

Egerton Road and Cotswold Road area

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



Zone 1

Here is a summary of what people said for Zone 1.



	Cycle Lane		Parking Restrictions
	Cycle Parking		Modal Filter
	E-Bike Hire		Signalised Junction
	Planters and Greenery		Narrow Junction Widths
	Wayfinding		One Way Street
	Community Spaces		Traffic Calming Measures
	Pedestrian Priority Crossing		EV Charging Measures
	New access point		Car Club Spaces
	Maintenance: Resurfacing, Cut Vegetation		Weight restriction
	Lollipop Person		Bus Gate
	School Street		Additional Parking Space
	Walking Bus		Camera
	Enforcement		Speed Restrictions
	Recycling bin		Gateway Feature



Pedestrian Crossing near Hillside Road

Improved pedestrian provision will provide safer access for parents and children walking to school from north of the area.

Temporary crossings could include installation of dropped kerbs and painting the carriageway. Later this could be turned into a raised crossing.

One way system



Make Cotswold Road, Chantry Mead Road, Ashford Road and Moorfields Road a one way loop (direction TBC).

Slowing Vehicle Speeds



Traffic calming along Cotswold Road and Hillside Road. Residents suggested alternative methods to speed bumps.



Narrowing Hillside Road junction with Cotswold Road to help slow vehicles.

Other Interventions



Heavy vehicle restrictions on Cotswold Road to prohibit larger HGV's.



Parking Restrictions along Hiscocks Drive to stop the issues associated with school pick up and drop off.



Modal Filters

Modal filter along Hillside Road would stop non-residents using the road as a through route and avoid traffic along Cotswold Road.



E-Bike Hire

Potential for E-Bike Hire along Linear Park.



Secure Cycle Parking

Cycle parking spaces to encourage people to cycle.



Benches and Spaces for People

Provision of benches and picnic tables within the green spaces for socialising.



Planters and Greenery

Additional flora and maintenance of greenery to revitalise the area.

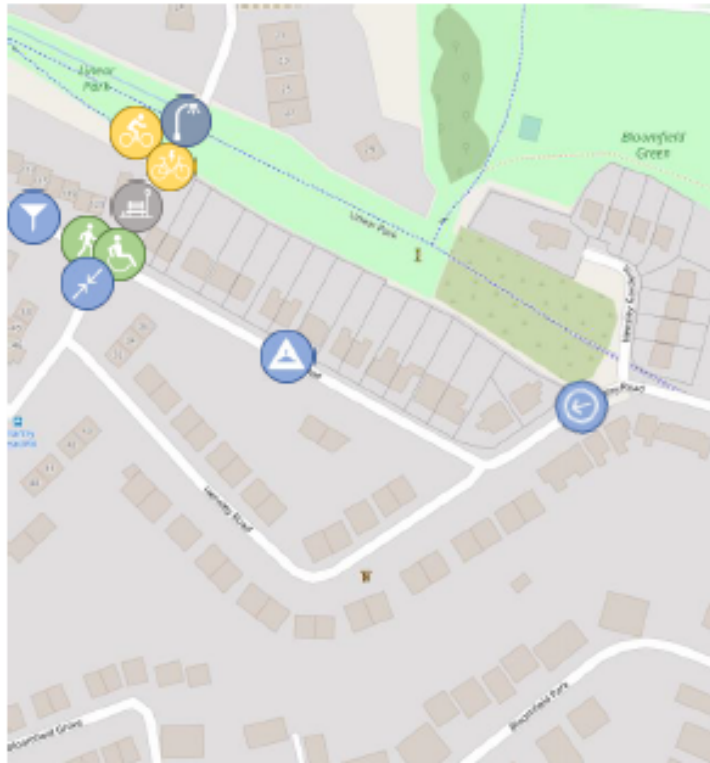


Bin Facilities

Additional bins along the Linear Park and the green spaces.

Zone 2

Here is a summary of what people said for Zone 2.



Cycle Improvements



Improve cycle access at the ramp to Linear Park and across the bridge.

E-Bike Facilities



Introduction of E-bike rental to encourage use by residents and allow all local people to travel actively around the area.

Parklet installation



Installation of a parklet opposite the Chantry Mead Road junction will provide a community space.

Pedestrian Crossing Near Chantry Mead Junction



Improved crossing provision will provide a safer access for parents and children walking to school coming from Linear Park and north of the area.

One-way Along Hensley Road



Suggestion to make Hensley Road one way towards Egerton Road from Bloomfield Road.

Traffic Calming Along Egerton Road



Traffic calming could reduce vehicle speed towards the Chantry Mead junction.



Reducing the width of the Chantry Mead Road junction could encourage slower vehicle speeds and reduce crossing distances for pedestrians.

Cycle Lane	Parking Restrictions
Cycle Parking	Modal Filter
E-Bike Hire	Signalled Junction
Planters and Greenery	Narrow Junction Widths
Wayfinding	One Way Street
Community Spaces	Traffic Calming Measures
Pedestrian Priority Crossing	EV Charging Measures
New access point	Car Club Spaces
Maintenance: Resurfacing, Cut Vegetation	Weight restriction
Lollipop Person	Bus Gate
School Street	Additional Parking Space
Lighting	Camera
Enforcement	Speed Restrictions
Recycling bin	Gateway Feature

Modal Filters



Proposals for a modal filter at the end of Cotswold Road would prevent vehicle traffic from using the area as a through route.

Lighting



Street lighting in the area is reported to be dimmed too early in the evenings which means the areas are not lit properly.



Junction narrowing and modal filter at Chantry Mead Road junction
© Google maps 2022



Traffic Calming along Egerton Road
© Google maps 2022

Share your feedback

We would like your feedback on the ideas presented here.

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

We'll use this information to create a shortlist of measures to feature in a draft design, while also considering costs, timelines, and practicalities.

We'll then seek feedback from the wider community on the draft design, remaining open to the longlist of ideas presented.

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

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

A vibrant, stylized illustration of a community scene. In the foreground, there's a green hill with a blue path. A person in a wheelchair is on the left, followed by two people sitting at a small table under a striped umbrella. Further along the path, a person is running, and another is walking. On the right, a person is riding a yellow bicycle. The background features green hills and a blue sky. The entire scene is framed by large green leaves at the bottom.

**LIVEABLE
NEIGHBOURHOODS**

Appendix C - Egerton Road and Cotswold Road Feedback Form

B&NES Liveable Neighbourhoods Co-design Exhibition: Egerton Road and Cotswold Road area

Thank you for taking the time to share your feedback. We'd like to get your opinion on which of the measures put forward by residents at the Egerton Road and Cotswold Road area workshop would most benefit the community.

You can view all of the ideas in the Egerton Road and Cotswold Road area Workshop Report here: <https://bit.ly/EgertonRdReport>

We have split the original application area for the Egerton Road and Cotswold Road area into several zones, and we will ask you to select up to three measures for that you feel are most appropriate to tackle the issues raised. This will help us to develop a shortlist to include in draft designs, while also considering costs, timelines, and practicalities.

Once we've drawn up a draft design, we'll ask residents and the wider public to share their views, remaining open to any new ideas put forward.

There are two questions relating to Zone 1 and 2, as well as an open text box to share any additional comments. You do not need to answer every question.

You can find information on the zones that we are looking for feedback on during the exhibition as featured on our display boards, or alternatively, information on all of the zones can be found in the co-design workshop output report.

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

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

Zone 1 – Cotswold Road

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

- ☐ **E-bike Hire Facilities** along Cotswold Road
- ☐ **Secure Bicycle Parking** along Cotswold Road
- ☐ **Benches and Spaces for People** along Cotswold Road
- ☐ **Planters and Greenery** along Cotswold Road
- ☐ **Bin Facilities** within the area including green spaces and along Linear Park
- ☐ **Pedestrian Crossing** near Hillside Road

☐ **One-way System** along Cotswold Road, Chantry Mead Road, Ashford Road and Moorfields Road

☐ **Traffic Calming Measures** along Cotswold Road and Hillside Road

☐ **Narrowing of the Junction** at Hillside Road with Cotswold Road

☐ **Heavy Vehicle Restrictions** along Cotswold Road

☐ **Parking Restrictions** along Hiscocks Drive

☐ **Modal Filter** along Hillside Road (*A Modal Filter is a vehicle restriction such as a droppable bollard, gate, or planter which stops through traffic but allows pedestrians, wheelchair users, and cyclists to pass through. Residents and service vehicles will be able to access their street but will be restricted from passing the point where the modal filter is positioned. Emergency services access will be maintained. It should be noted that some parking may be lost to enable turning and it may be necessary for vehicles to take different routes. Filters can be designed to work at certain times of the day or at all times*).

☐ **I don't think any measures are needed**

☐ **Other** (please detail in question 3)

Zone 2 – Egerton Road

Please select up to **three** of the measures that you feel would **most benefit the community** in Zone 2 – Egerton Road:

☐ **Improved Cycle Access** at ramp to Linear Park and across the bridge

☐ **E-bike Facilities** along Egerton Road

☐ **Parklets** opposite the Chantry Mead Road junction

☐ **Pedestrian Crossing** near Chantry Mead junction

☐ **One-way** along Hensley Road

☐ **Traffic Calming Measures** along Egerton Road

☐ **Reduction in Junction** at Chantry Mead Road junction

☐ **Modal Filter** at the end of Cotswold Road (*A Modal Filter is a vehicle restriction such as a droppable bollard, gate, or planter which stops through traffic but allows pedestrians, wheelchair users, and cyclists to pass through. Residents and service vehicles will be able to access their street but will be restricted from passing the point where the modal filter is positioned. Emergency services access will be maintained.*

It should be noted that some parking may be lost to enable turning and it may be necessary for vehicles to take different routes. Filters can be designed to work at certain times of the day or at all times).

☐ **Improved Street Lighting** along Egerton Road

☐ **I don't think any measures are needed**

☐ **Other** (please detail in question 3)

Any other comments?

Do you have any other comments?

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

Declaration

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

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

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

Once completed, please return the form to:

Email: liveableneighbourhoods@bathnes.gov.uk

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

At the exhibition: to a member of the project team

Consultations and surveys Privacy Notice (Data analysis by third party) – Liveable Neighbourhoods

The purpose of processing

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

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

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

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

Data subjects

Members of the public participating in the public consultation process

Personal data

We may ask you for details that include:

Name

Address

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

How is it used?

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

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

Profiling and automated decision making

Not applicable

Legal basis for using your data

GDPR condition relied upon for processing personal data:

Article 6.1 a - Consent

GDPR condition relied upon for processing special category data

Article 9.2 a - Explicit consent

Sharing of personal data with external recipients

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

- Services within the council who may contact you regarding specific concerns beyond the scope of this consultation
- Law enforcement or other authorities if required by applicable law
- AECOM

How long is the personal data retained by the Council?

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

Questions or concerns?

Please email data_protection@bathnes.gov.uk

Appeals to the Information Commissioner's Office

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

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

KH
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