

Recommendation Report

Liveable Neighbourhoods
Whitchurch Village and Queen Charlton

Bath & North East Somerset Council

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1. Introduction

This report presents an assessment of a range of measures to improve residential streets in the Whitchurch Village and Queen Charlton, put forward by local residents taking part in the Liveable Neighbourhoods programme.

1.1 Background

The measures (or interventions) considered in this report are the output of a co-design workshop for the area, which took place in spring 2022.

Those who attended the workshop discussed what was good about their area and what could be improved, focusing on issues that make it difficult, unsafe or unpleasant to get around. In the workshop output report these issues are linked back to the initial needs captured during the December 2021 public engagement. Attendees then used large maps of the area, post-it notes and icons to indicate where certain measures could be introduced to help tackle those issues.

This exercise created a longlist of potential solutions to improve driving, parking, walking, cycling and public space (among others) in the Whitchurch Village and Queen Charlton, extending outside the original application area to provide context.

- You can learn more about the LN programme and read the workshop output report for Whitchurch Village and Queen Charlton [here](#).

In summer 2022, all residents who had registered an interest in the co-design process were invited back to review the output of the workshop at an exhibition, along with their friends and family. The exhibition showcased their longlist of potential ideas in a series of boards covering several zones. Attendees were also asked to focus on the original application area and prioritise the ideas that they felt would most benefit the community.

- The results of this work are presented in [Appendix A](#)

Feedback from the exhibition enabled the council to compile a list of the most favoured measures for the Whitchurch Village and Queen Charlton and evaluate them using a Multi-Criteria Assessment Framework (MCAF). The purpose of this evaluation exercise is to ensure popular measures are also achievable, affordable, and capable of contributing to the wider aims of the Liveable Neighbourhoods Programme, which is to create safer, healthier and more pleasant residential streets for everyone to enjoy.

The report presents the measures proposed by residents for several zones within the original application area, the evaluation criteria, and the scores attributed to each measure. The final section is a shortlist of the measures, based on their scores, put forward to councillors for the Whitchurch Village and Queen Charlton.

2. Multi Criteria Assessment Framework

2.1 Methodology

A Multi Criteria Assessment Framework (MCAF) is a means of using a standard scoring system that assesses items against an agreed set of criteria that can be applied consistently across a series of interventions to enable comparison. This enables the potential solutions put forward by residents in the co-design workshops – and that residents subsequently prioritised in the follow up exhibitions – to be assessed. The criteria considers factors associated with the Liveable Neighbourhoods Programme and broader Council objectives. Scoring is based on a seven-point scale.

The factors key to the Liveable Neighbourhoods approach are:

- A reduction in air quality and noise
- An improvement in quality of life, safety and health outcomes
- An improved public realm
- Minimal impact on the local heritage
- A reduction in car trips
- An improvement in inclusion and accessibility
- Increased environmental biodiversity
- The popularity of the potential solution (the number of times it was voted for) was also taken into consideration and added to the technical score.

The assessment factors used in this MCAF report are aligned with the strategic objectives of the Liveable Neighbourhoods Programme:

1. Improve air quality and respond to the climate and biodiversity emergency
2. Improve public realm and quality of life – creating better places for residents, businesses and visitors
3. Enable more local trips by active modes of travel and public transport
4. Reduce the impact of through traffic and make our neighbourhoods more accessible and inclusive

Assessment Factors						
1. Air quality & noise	2. Quality of Life, Safety and Health outcomes	3. Public realm	4. Local heritage	5. Reduction in car trips	6. Inclusion and accessibility	7. Environmental Biodiversity
-3 - significant impact to air quality/noise	-3 - significant impact to quality of life	-3 - significant impact to public realm	-3 - significant impact on local heritage	-3 - significant increase with car trips	-3 - significant impact with inclusion and accessibility	-3 - significant impact on biodiversity
-2 - noticeable change to air quality/noise	-2 - noticeable impact to quality of life	-2 - noticeable change to public realm	-2 - noticeable impact on local heritage	-2 - noticeable increase in car trips	-2 - noticeable impact with inclusion and accessibility	-2 - noticeable impact on biodiversity
-1 - minimal impact on air quality/noise	-1 - minimal impact to quality of life	-1 - minimal impact to public realm	-1 - minimal impact on local heritage	-1 - minimal increase in car trips	-1 - minimal impact with inclusion and accessibility	-1 - minimal impact on biodiversity
0 - no change to air quality	0 - no change to quality of life	0 - no change to public realm	0 - no impact on local heritage	0 - no reduction in car trips	0 - no improvement with inclusion/accessibility	0 - no change to local biodiversity
1 - minimal improvement to air quality/noise	1 - minimal improvement to quality of life	1 - minimal improvement to public realm	1 - minimal improvement on local heritage	1 - minimal reduction in car trips	1 - minimal improvement with inclusion and accessibility	1 - minimal improvement with biodiversity
2 - noticeable improvement to air quality/noise	2 - noticeable improvement to quality of life	2 - noticeable improvement to public realm	2 - noticeable improvement on local heritage	2 - noticeable reduction in car trips	2 - noticeable improvement with inclusion and accessibility	2 - noticeable improvement with biodiversity
3 - potential for significant improvement with air quality/noise	3 - potential for significant improvement to quality of life	3 - potential for significant improvement to public realm	3 - significant improvement on local heritage	3 - potential for significant reduction in car trips	3 - significant improvement with inclusion and accessibility	3 - significant improvement with biodiversity

Figure 1 - MCAF technical assessment factors and breakdown of criteria

We have used the same evaluation method for all 15 LN areas, tailoring the approach in some areas to cater for specific local conditions. For example, the potential impact on local heritage can vary dramatically across the city of Bath. Where we have tailored the approach, this has been captured and highlighted in the comment's column (not shown in Figure 1).

At this stage, each measure has been considered in isolation, but we recognise that there may be opportunities to group interventions in future.

The scores for the eligible zones and interventions for Whitchurch Village and Queen Charlton are outlined in the next section.

3. Output

3.1 The co-design workshop output

The measures identified at the co-design workshop were spread over seven zones presented below (Figure 2). The zones within the application area (Zones 1, 2, 3 and 4) were then taken forward and presented to the community at the follow up exhibition, with residents having the opportunity to prioritise up to three choices to take forward in each zone. These results are shown in 3.3 to 3.6.

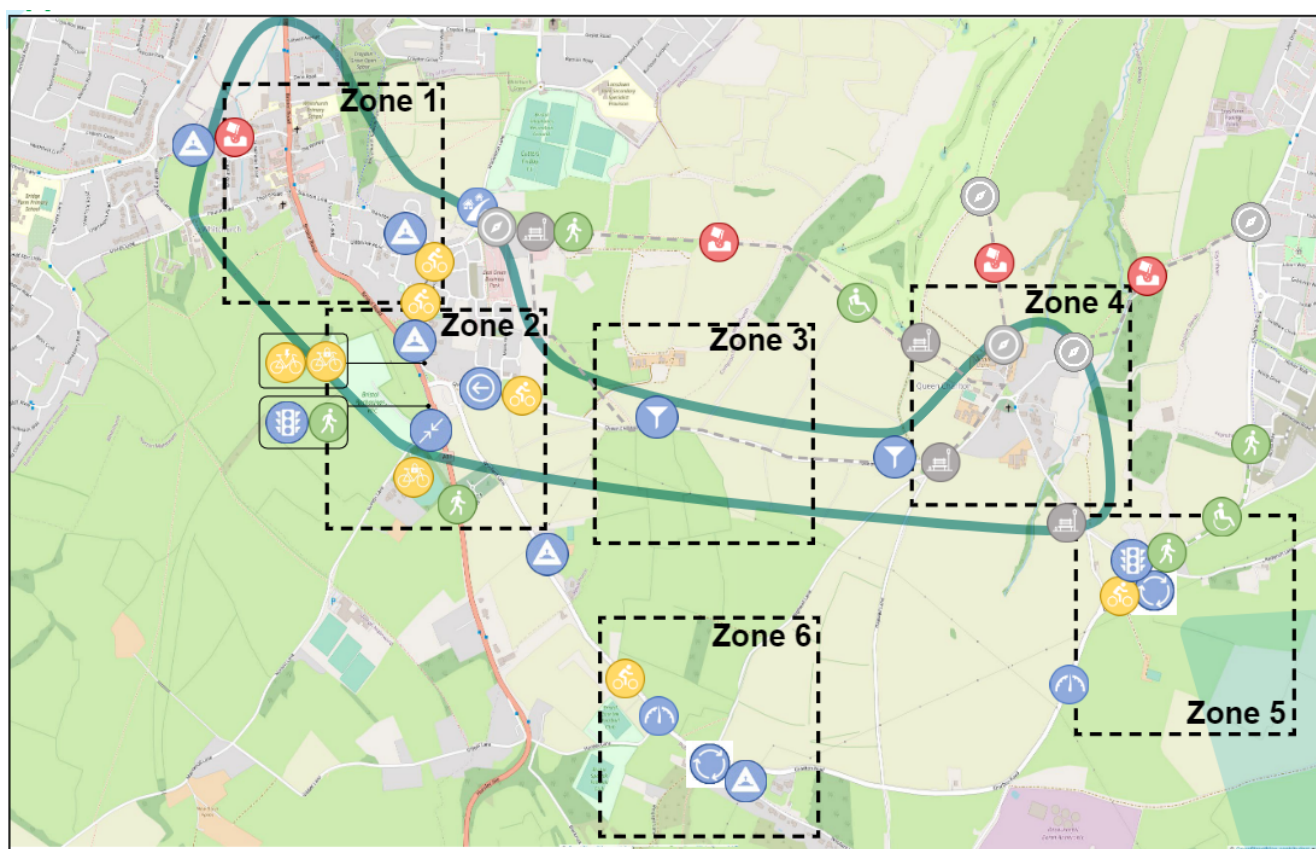


Figure 2 - Co-Design workshop output

In the figures below, each measure has been scored against the factors set out in 2.1, delivering a total score. The average score (based on the total scores) provides a benchmark or 'minimum score' for the interventions to be taken forward for shortlisting. For example, if the average score is 6, then all interventions scoring 6 or more have been shortlisted.

There is also a weighting applied to each intervention based on the popularity (number of votes) it generated. The total votes given per option were normalised based upon their proportion of the average scores per option to convert them into a score of 1 to 3 based upon their popularity with the public, 1 being the least popular and 3 being most popular.

3.2 Key points

There are key points to note in the tables, and these are highlighted below:

- Zone 2
 - The modal filter along Queen Charlton Lane is being trialled as part of a series of pilot interventions and is therefore not included as part of the MCAF. Information on the intervention can be found via this [link](#). Due to the trial installation of the modal filter, one associated intervention has been removed - Raised shared-use pavements for pedestrians and cyclists along Queen Charlton Lane.
 - Proposals for a new crossing point across the A37 have been accelerated to preliminary design and because of this, the two proposals for pedestrian crossings (signalised junction with pedestrian and cyclist crossing at the Queen Charlton Lane junction and pedestrian crossing between the bus stop and play park) have been removed from the MCAF (highlighted in grey). The same also applies for the widening of the existing shared use path, which forms part of the approach with the new pedestrian crossing.

All the above measures have been greyed out in Figure 4.

3.3 Zone 1 - Interventions and scores

Area	Intervention proposed by residents	Number of votes	Weighting of votes	Is the intervention feasible?	Assessment Factors							Technical Score	Total Score	Comments
					1. Air quality & noise	2. Quality of Life, Safety and Health outcomes	3. Public realm	4. Local heritage	5. Reduction in car trips	6. Inclusion and accessibility	7. Environmental Biodiversity			
					-3 - significant impact to air quality/noise	-3 - significant impact to quality of life	-3 - significant impact to public realm	-3 - significant impact on local heritage	-3 - significant increase with car trips	-3 - significant impact with inclusion and accessibility	-3 - significant impact on biodiversity			
					-2 - noticeable change to air quality/noise	-2 - noticeable impact to quality of life	-2 - noticeable change to public realm	-2 - noticeable impact on local heritage	-2 - noticeable increase in car trips	-2 - noticeable impact with inclusion and accessibility	-2 - noticeable impact on biodiversity			
					-1 - minimal impact on air quality/noise	-1 - minimal impact to quality of life	-1 - minimal impact to public realm	-1 - minimal impact on local heritage	-1 - minimal increase in car trips	-1 - minimal impact with inclusion and accessibility	-1 - minimal impact on biodiversity			
					0 - no change to air quality	0 - no change to quality of life	0 - no change to public realm	0 - no impact on local heritage	0 - no reduction in car trips	0 - no improvement with inclusion/accessibility	0 - no change to local biodiversity			
					1 - minimal improvement to air quality/noise	1 - minimal improvement to quality of life	1 - minimal improvement to public realm	1 - minimal improvement on local heritage	1 - minimal reduction in car trips	1 - minimal improvement with inclusion and accessibility	1 - minimal improvement with biodiversity			
					2 - noticeable improvement to air quality/noise	2 - noticeable improvement to quality of life	2 - noticeable improvement to public realm	2 - noticeable improvement on local heritage	2 - noticeable reduction in car trips	2 - noticeable improvement with inclusion and accessibility	2 - noticeable improvement with biodiversity			
					3 - potential for significant improvement with air quality/noise	3 - potential for significant improvement to quality of life	3 - potential for significant improvement to public realm	3 - significant improvement on local heritage	3 - potential for significant reduction in car trips	3 - significant improvement with inclusion and accessibility	3 - significant improvement with biodiversity			
Zone 1	Hedge and pavement maintenance along Maggs Lane	13	3	Yes	0	2	2	0	0	3	-1	6	9	
	Installation of traffic calming measures along Sleep Lane	12	3	Yes	-1	2	1	-1	0	2	0	3	6	
	Improving driver awareness of cyclists along Sleep Lane	11	3	Yes	0	1	0	0	0	1	0	2	5	
	Speed bumps located along Maggs Lane outside of the Scout hut	7	2	Yes	-1	2	-1	0	0	0	0	0	2	
	Pavement surface improvement in the Maggs Lane junction area	6	2	Yes	0	2	2	0	0	3	0	7	9	
	Chicane with priority give-way along Staunton Lane	4	2	Yes	-1	2	0	-1	1	0	0	1	3	
	Community gateway along Staunton Lane	2	1	Yes	0	1	1	-1	0	0	1	2	3	
	Resurfacing and refreshing of road markings on Maggs Lane	2	1	Yes	1	1	1	0	0	1	0	4	5	
8		57											5	

Figure 3 - Zone 1 interventions and scores

3.4 Zone 2 - Interventions and scores

Area	Intervention proposed by residents	Number of votes	Weighting of votes	Is the intervention feasible?	Assessment Factors							Technical Score	Total Score	Comments
					1. Air quality & noise	2. Quality of Life, Safety and Health outcomes	3. Public realm	4. Local heritage	5. Reduction in car trips	6. Inclusion and accessibility	7. Environmental Biodiversity			
					-3 - significant impact to air quality/noise	-3 - significant impact to quality of life	-3 - significant impact to public realm	-3 - significant impact on local heritage	-3 - significant increase with car trips	-3 - significant impact with inclusion and accessibility	-3 - significant impact on biodiversity			
					-2 - noticeable change to air quality/noise	-2 - noticeable impact to quality of life	-2 - noticeable change to public realm	-2 - noticeable impact on local heritage	-2 - noticeable increase in car trips	-2 - noticeable impact with inclusion and accessibility	-2 - noticeable impact on biodiversity			
					-1 - minimal impact on air quality/noise	-1 - minimal impact to quality of life	-1 - minimal impact to public realm	-1 - minimal impact on local heritage	-1 - minimal increase in car trips	-1 - minimal impact with inclusion and accessibility	-1 - minimal impact on biodiversity			
					0 - no change to air quality	0 - no change to quality of life	0 - no change to public realm	0 - no impact on local heritage	0 - no reduction in car trips	0 - no improvement with inclusion/accessibility	0 - no change to local biodiversity			
					1 - minimal improvement to air quality/noise	1 - minimal improvement to quality of life	1 - minimal improvement to public realm	1 - minimal improvement on local heritage	1 - minimal reduction in car trips	1 - minimal improvement with inclusion and accessibility	1 - minimal improvement with biodiversity			
					2 - noticeable improvement to air quality/noise	2 - noticeable improvement to quality of life	2 - noticeable improvement to public realm	2 - noticeable improvement on local heritage	2 - noticeable reduction in car trips	2 - noticeable improvement with inclusion and accessibility	2 - noticeable improvement with biodiversity			
					3 - potential for significant improvement with air quality/noise	3 - potential for significant improvement to quality of life	3 - potential for significant improvement to public realm	3 - significant improvement on local heritage	3 - potential for significant reduction in car trips	3 - significant improvement with inclusion and accessibility	3 - significant improvement with biodiversity			
Zone 2	Raised shared-use pavements for pedestrians and cyclists along Queen Charlton Lane	0	0	No	0	0	0	0	0	0	0	0	0	Not required on the back of modal filter
	Improved pedestrian crossing and access between the southbound bus stop and play park	0	0	No	0	0	0	0	0	0	0	0	0	Progressing to prelim design
	Widen the existing shared cycleway/footway along the A37	0	0	No	0	0	0	0	0	0	0	0	0	Progressing to prelim design
	Signalised junction with pedestrian and cyclist crossing at Queen Charlton Lane junction	0	0	No	0	0	0	0	0	0	0	0	0	Alternative to pedestrian crossing between bus stop and play park
	Improved bike storage and e-bike hire facilities in the area outside the Queen Charlton Lane junction	0	0	No	0	2	0	-1	1	1	0	3	0	Bike storage is in scope of the LN Programme, but ebikes are not feasible
	One-way lane along Queen Charlton Lane from Maes Knoll Drive to Woollard Lane	5	3	Yes	-1	-1	0	0	1	-2	0	-3	0	
	Bike storage facilities in the area around the play park	3	3	Yes	0	2	0	-1	1	1	0	3	6	
	Narrowing of the junction at Norton Lane	1	2	Yes	0	1	1	0	0	1	0	3	5	
8		9											1	

Figure 4 - Zone 2 interventions and scores

3.5 Zone 3 - Interventions and scores

Area	Intervention proposed by residents	Number of votes	Weighting of votes	Is the intervention feasible?	Assessment Factors							Technical Score	Total Score	Comments
					1. Air quality & noise	2. Quality of Life, Safety and Health outcomes	3. Public realm	4. Local heritage	5. Reduction in car trips	6. Inclusion and accessibility	7. Environmental Biodiversity			
					-3 - significant impact to air quality/noise	-3 - significant impact to quality of life	-3 - significant impact to public realm	-3 - significant impact on local heritage	-3 - significant increase with car trips	-3 - significant impact with inclusion and accessibility	-3 - significant impact on biodiversity			
					-2 - noticeable change to air quality/noise	-2 - noticeable impact to quality of life	-2 - noticeable change to public realm	-2 - noticeable impact on local heritage	-2 - noticeable increase in car trips	-2 - noticeable impact with inclusion and accessibility	-2 - noticeable impact on biodiversity			
					-1 - minimal impact on air quality/noise	-1 - minimal impact to quality of life	-1 - minimal impact to public realm	-1 - minimal impact on local heritage	-1 - minimal increase in car trips	-1 - minimal impact with inclusion and accessibility	-1 - minimal impact on biodiversity			
					0 - no change to air quality	0 - no change to quality of life	0 - no change to public realm	0 - no impact on local heritage	0 - no reduction in car trips	0 - no improvement with inclusion/accessibility	0 - no change to local biodiversity			
					1 - minimal improvement to air quality/noise	1 - minimal improvement to quality of life	1 - minimal improvement to public realm	1 - minimal improvement on local heritage	1 - minimal reduction in car trips	1 - minimal improvement with inclusion and accessibility	1 - minimal improvement with biodiversity			
					2 - noticeable improvement to air quality/noise	2 - noticeable improvement to quality of life	2 - noticeable improvement to public realm	2 - noticeable improvement on local heritage	2 - noticeable reduction in car trips	2 - noticeable improvement with inclusion and accessibility	2 - noticeable improvement with biodiversity			
					3 - potential for significant improvement with air quality/noise	3 - potential for significant improvement to quality of life	3 - potential for significant improvement to public realm	3 - significant improvement on local heritage	3 - potential for significant reduction in car trips	3 - significant improvement with inclusion and accessibility	3 - significant improvement with biodiversity			
Zone 3	Improvements to Public Rights of Way footpaths	18	3	Yes	0	1	1	-2	1	1	0	2	5	
	Traffic calming measures along Woollard Lane	10	3	Yes	-1	2	1	-2	0	2	2	4	7	
	Formalisation of a new walking loop in Queen Charlton	10	3	Yes	0	1	1	-2	1	1	0	2	5	
	Provision of recycling bins in locations that are prone to litter and fly-tipping	10	3	Yes	0	1	1	0	0	0	1	3	6	
	Wayfinding along a formalised route within Queen Charlton	3	1	Yes	0	1	1	-2	1	1	0	2	3	
	Community spaces along Staunton Lane and the Queen Charlton triangle	2	1	Yes	0	1	1	0	1	2	0	5	6	
6		53											5	

Figure 5 - Zone 3 interventions and scores

3.6 Zone 4 - Interventions and scores

Area	Intervention proposed by residents	Number of votes	Weighting of votes	Is the intervention feasible?	Assessment Factors							Technical Score	Total Score	Comments
					1. Air quality & noise	2. Quality of Life, Safety and Health outcomes	3. Public realm	4. Local heritage	5. Reduction in car trips	6. Inclusion and accessibility	7. Environmental Biodiversity			
					-3 - significant impact to air quality/noise	-3 - significant impact to quality of life	-3 - significant impact to public realm	-3 - significant impact on local heritage	-3 - significant increase with car trips	-3 - significant impact with inclusion and accessibility	-3 - significant impact on biodiversity			
					-2 - noticeable change to air quality/noise	-2 - noticeable impact to quality of life	-2 - noticeable change to public realm	-2 - noticeable impact on local heritage	-2 - noticeable increase in car trips	-2 - noticeable impact with inclusion and accessibility	-2 - noticeable impact on biodiversity			
					-1 - minimal impact on air quality/noise	-1 - minimal impact to quality of life	-1 - minimal impact to public realm	-1 - minimal impact on local heritage	-1 - minimal increase in car trips	-1 - minimal impact with inclusion and accessibility	-1 - minimal impact on biodiversity			
					0 - no change to air quality	0 - no change to quality of life	0 - no change to public realm	0 - no impact on local heritage	0 - no reduction in car trips	0 - no improvement with inclusion/accessibility	0 - no change to local biodiversity			
					1 - minimal improvement to air quality/noise	1 - minimal improvement to quality of life	1 - minimal improvement to public realm	1 - minimal improvement on local heritage	1 - minimal reduction in car trips	1 - minimal improvement with inclusion and accessibility	1 - minimal improvement with biodiversity			
					2 - noticeable improvement to air quality/noise	2 - noticeable improvement to quality of life	2 - noticeable improvement to public realm	2 - noticeable improvement on local heritage	2 - noticeable reduction in car trips	2 - noticeable improvement with inclusion and accessibility	2 - noticeable improvement with biodiversity			
					3 - potential for significant improvement with air quality/noise	3 - potential for significant improvement to quality of life	3 - potential for significant improvement to public realm	3 - significant improvement on local heritage	3 - potential for significant reduction in car trips	3 - significant improvement with inclusion and accessibility	3 - significant improvement with biodiversity			
Zone 4	Improved cyclist and equine awareness along the road entering Queen Charlton	14	3	Yes	0	1	0	0	0	1	0	2	5	Relates to road safety measures
	Wayfinding and improvements to Public Rights of Way on footpaths leading from Queen Charlton	0	0	No	0	1	1	-2	1	1	0	2	0	Outside of the boundary of the original application zone
	Provision of space and furniture near the entrance to Queen Charlton	2	1	Yes	0	1	1	0	1	2	0	5	6	
3		16											4	

Figure 6 - Zone 4 interventions and scores

4. Shortlisting

4.1 Methodology

The measures which scored on or above the average score are shortlisted below, arranged first by zone area and then together in a summary table (section 5).

Where a measure is identified as ‘out of scope’, it will not be taken forward as part of the Liveable Neighbourhoods Programme but may be taken forward by a voluntary group or organisation or other council department (e.g., maintenance or enforcement items), other service (e.g., police speed cameras) or another capital works programme.

‘Out of scope’ items have therefore not been carried forward to the summary table.

Whilst technical feasibility has also been assessed, the shortlist may also contain measures that we are unable to take forward in the future. For example, a footpath intervention may involve obtaining rights across land owned by others that the landowner is unwilling to provide. In addition, the council’s ability to implement the shortlisted measures is subject to the availability of funding and approval of the business case.

4.2 Zone 1 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Hedge and pavement maintenance along Maggs Lane	Less than £50k	Less than 3 months	Out of scope
Installation of traffic calming measures along Sleep Lane	between £50k - £100k	Between 6 – 12 months	In scope
Pavement surface improvement in the Maggs Lane junction area	Less than £50k	Less than 3 months	Out of scope

4.3 Zone 2 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Bike storage facilities in the area around the play park	Less than £50k	Between 3 – 6 months	In scope
Narrowing of the junction at Norton Lane	Between £100k - £250k	Between 6 – 12 months	In scope

4.4 Zone 3 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Improvements to Public Rights of Way footpaths	Less than £50k	Less than 3 months	Out of scope
Traffic calming measures along Woollard Lane	between £50k - £100k	Between 6 – 12 months	In scope
Formalisation of a new walking loop in Queen Charlton	Less than £50k	Less than 3 months	In scope
Provision of recycling bins in locations that are prone to litter and fly-tipping	Less than £50k	Less than 3 months	Out of scope
Community spaces along Staunton Lane and the Queen Charlton triangle	Less than £50k	Less than 3 months	In scope

4.5 Zone 4 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Provision of space and furniture near the entrance to Queen Charlton	Less than £50k	Less than 3 months	In scope
Improved cyclist and equine awareness along the road entering Queen Charlton	Less than £50k	Less than 3 months	Out of scope

5. Summary table

The table below summarises the measures shortlisted in section 4, arranged in order, starting with the measures that take the shortest time to complete (once any necessary design and consultation work is complete). The estimated total cost for the package of measures is presented at the bottom of the table, based on the high-end value in each range.

Where appropriate, interventions will be monitored and evaluated, with baseline data obtained in advance of their implementation.

Table 1. Summary of shortlisted interventions

Intervention	Cost to implement (estimated)	Time to implement (estimated)	Requires (E)TRO	Number of votes
Community spaces along Staunton Lane and the Queen Charlton triangle	Less than £50k	Less than 3 months	No	2
Formalisation of a new walking loop in Queen Charlton	Less than £50k	Less than 3 months	No	10
Improved cyclist and equine awareness along the road entering Queen Charlton	Less than £50k	Less than 3 months	No	14
Bike storage facilities in the area around the play park	Less than £50k	Between 3 – 6 months	No	3
Improved bike storage and e-bike hire facilities in the area outside the Queen Charlton Lane junction	Between £50k - £100k	Between 3 – 6 months	Yes	6
Traffic calming measures along Woollard Lane	Between £50k - £100k	Between 6 – 12 months	Yes	10
Installation of traffic calming measures along Sleep Lane	Between £50k - £100k	Between 6 – 12 months	Yes	12
Narrowing of the junction at Norton Lane	Between £100k - £250k	Between 6 – 12 months	No	1
Total estimated cost	£750k			

6. Next steps

Once the shortlist has been approved by councillors, and draft designs have been drawn up, the wider public will be invited to have their say before the measures are trialled or final, detailed designs are consulted on.

During the engagement, the council will remain open to suggestions from the wider public that draw from the longer list of ideas generated at the workshops, recognising that only a small cohort of residents were involved in the initial concept design and prioritisation exercise.

You can read more about the Liveable Neighbourhood programme, how LNs are developed, and the 15 areas being prioritised, including Whitchurch Village and Queen Charlton [here](#). This includes a project timeline.

Appendix A Whitchurch Village and Queen Charlton Exhibition Report