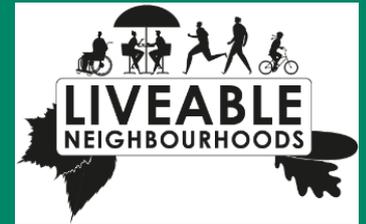


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Liveable Neighbourhoods - Co-design Workshop Report 2 (Prioritisation)

Temple Cloud, Mendip Outcome Report

Bath and North East Somerset Council

Project number: 60668625

6 September 2022

Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
1	29/09/2022	n/a	n/a	n/a	n/a
2	30/09/2022	n/a	n/a	n/a	n/a
3	02/11/2022	n/a	n/a	n/a	n/a
4	04/11/2022	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 Temple Cloud, Mendip 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 Temple Cloud 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 related to pedestrian safety, cycling infrastructure, and traffic calming measures (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, Southdown** (Area 1)
 2. **Pulteney Estate area** (Area 2)
 3. **Whitchurch Village and Queen Charlton** (Area 3)
 4. **Lower Lansdown and the Circus area** (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 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, Mendip** (Area 14)
 15. **Lyme Road and Charmouth Road** (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 15 responses related to Temple Cloud. 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 Temple Cloud 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 facilitated a number of workshops and events to engage with youth and seldom-heard groups.
- 2.12 Sustrans held local engagement workshops and pop-up engagement events across the 15 LN areas as well as assisting and facilitating city-wide events alongside the Liveable Neighbourhoods programme.
- 2.13 Sustrans officers held workshops at Cameley Primary School on Saturday 9 July 2022 during their summer fayre. Sustrans asked the students and parents 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.
- 2.14 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 Temple Cloud area at a workshop exhibition. This was held on Wednesday 24 August in Clutton Village Hall, 4pm-8pm.
- 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), as well as a secondary feedback form that asked for feedback on all five zones.
- 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 the initial feedback form 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 showing measures included in Zones 1-2 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, 16 members of the public attended the exhibition.
- 3.10 Following guidance from the local ward councillor, and after the period to provide feedback had closed, a second feedback form was shared with residents via the councillor in October to enable them to comment on all five zones. This was because, earlier in the process, the councillor had requested a revision to the proposed LN area which was not recorded.

Zones

3.11 Due to the size of the Temple Cloud area, the materials were split into zones to make it easier for attendees to learn about and prioritise the suggested measures within them.

3.12 The zones are:

- **Zone 1:** Area around Temple Cloud Garage
- **Zone 2:** Area around Cameley Primary School
- **Zone 3:** Area around Cameley Surgery
- **Zone 4:** Connection to Clutton
- **Zone 5:** Connection to Temple Bridge

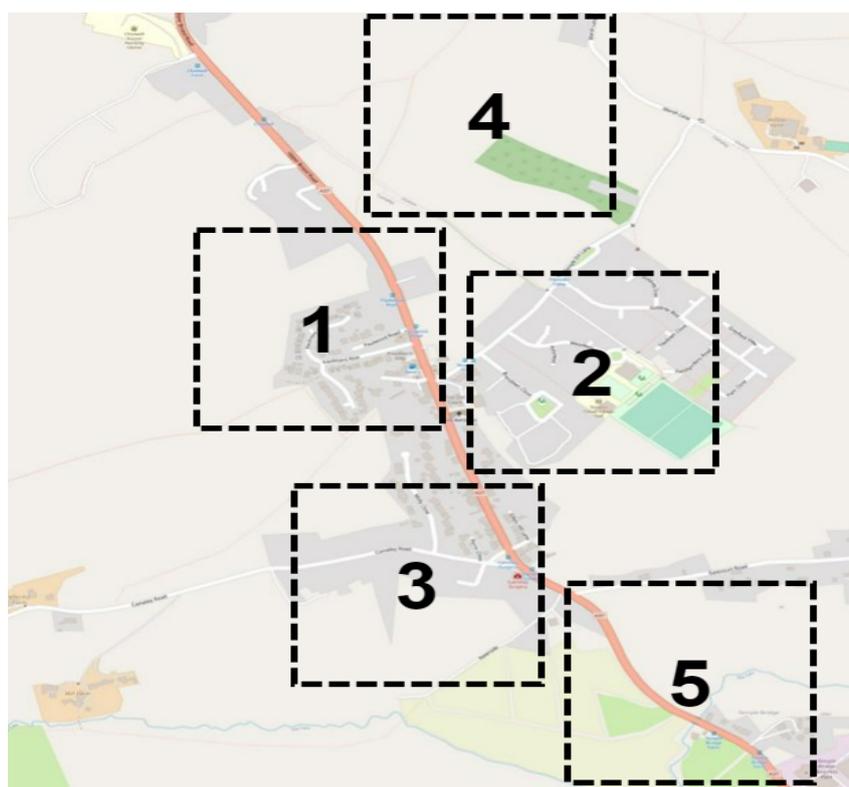
Feedback Responses

3.13 The results of the feedback responses are divided into three parts:

- Part 1: Original feedback form with responses to Zone 1 and 2 (Section 4)
- Part 2: Second feedback form with responses to Zone 1 – 5 (Section 5)
- Part 3: Combined responses using data from Part 1 and Part 2 to give an overall view (Section 6)

3.14 A map of the zones for the whole area, including those within the original application area is shown in Figure 1 below.

Figure 1 Map showing Zones 1 to 5 of the Temple Cloud area



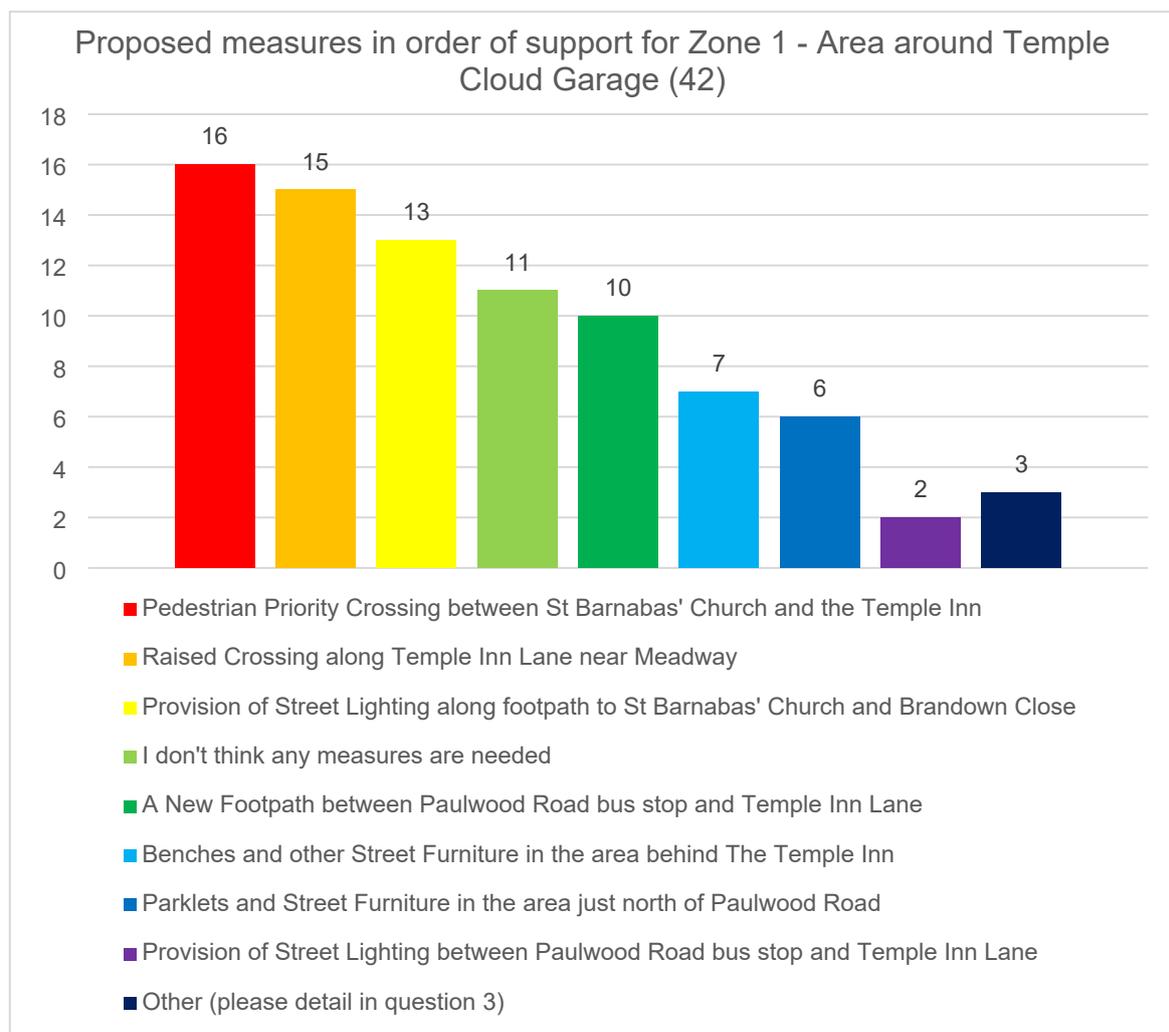
4. Part 1: Initial feedback form results (Zones 1-2 only)

- 4.1 A total of 42 responses were received for the Temple Cloud co-design exhibition. All responses were submitted via the online feedback form, apart from one email response form.
- 4.2 Zones 1 and 2 were originally included in the original application area. Therefore, the suggested measures for those areas were proposed within the questions in the feedback form. There were two multiple choice questions, one for each Zone included, 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, 4 and 5 were excluded from the initial feedback form process as they were not included within the initial application area to become a LN. However, their original inclusion in the co-design workshop output report helped give a view of the area as a whole, and following guidance from the local councillor, a second feedback form was distributed to residents to gain feedback on all five zones (please see Sections 5 and 6).
- 4.4 A copy of the original feedback form for Temple Cloud can be found in Appendix C.

Zone 1 – Area around Temple Cloud Garage (initial feedback form)

4.5 The first question related to Zone 1 – Area around Temple Cloud Garage. It asked respondents to choose up to three of the 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 – Area around Temple Cloud Garage (initial feedback form)



4.6 Respondents stated that the following measures would most benefit the community:

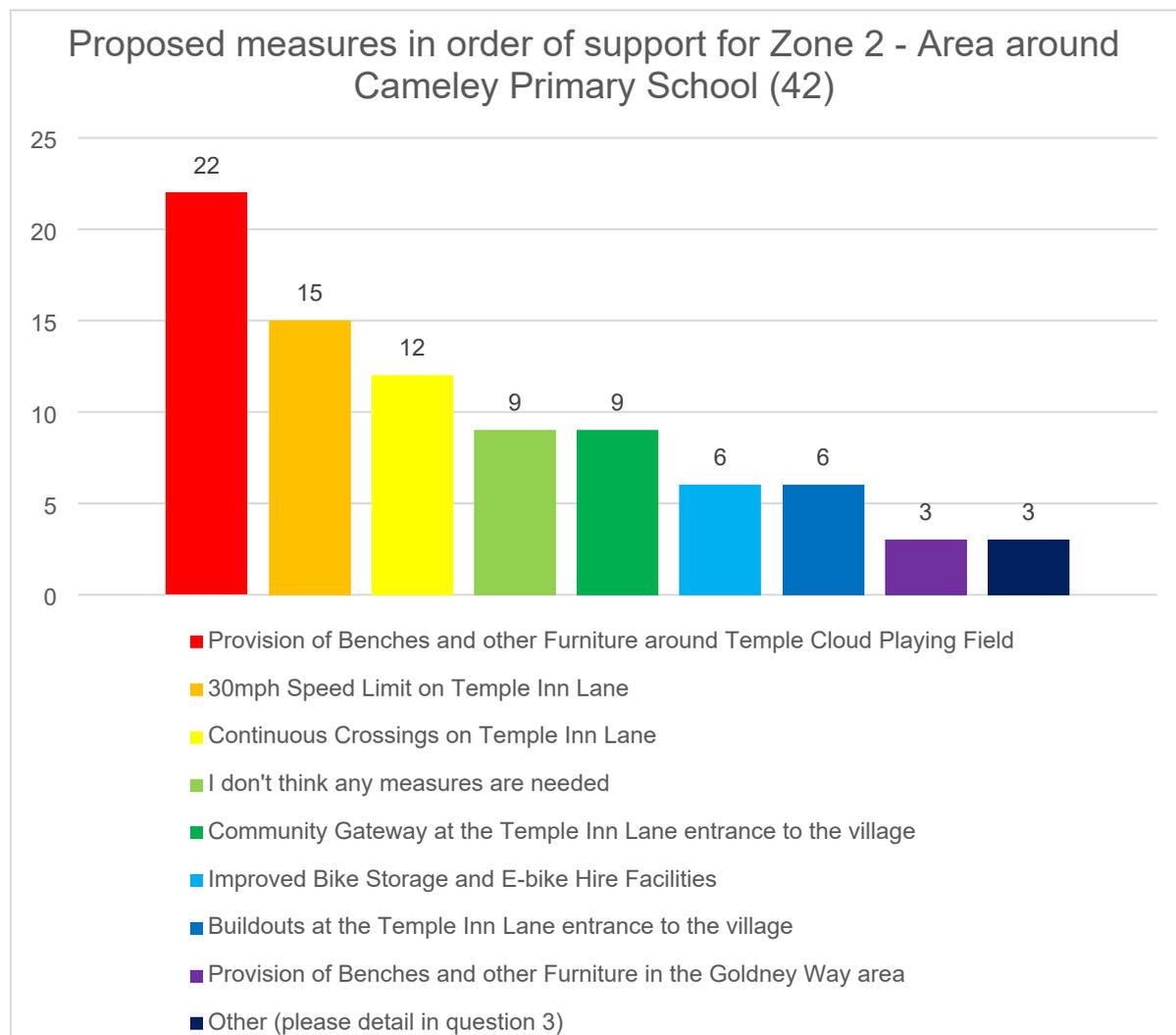
- 16 selected a pedestrian priority crossing between St Barnabas' Church and the Temple Inn
- 15 selected a raised crossing along Temple Inn Lane
- 13 selected the provision of street lighting along the St Barnabas' Church footpath and Brandown Close
- 11 selected no measures needed

- 10 selected a new footpath between Paulwood Road bus stop and Temple Inn Lane
 - Seven selected to have benches and street furniture in the area behind The Temple Inn
 - Six selected parklets and street furniture in the area north of Paulwood Road
 - Two selected the provision of street lighting between the Paulwood Road bus stop and Temple Inn Lane
 - Three selected 'other' (please see 4.13-4.16)
- 4.7 Overall, the pedestrian priority crossing between St Barnabas' Church and the Temple Inn, raised crossing along Temple Inn Lane, and the provision of street lighting along the St Barnabas' Church footpath and Brandown Close were the most favoured measures for Zone 1 – Area around Temple Cloud Garage.
- 4.8 To see a combined analysis of results for Zone 1 from both the initial and second feedback form, please see Section 6.

Zone 2 – Area around Cameley Primary School (initial feedback form)

4.9 The second question related to Zone 2 – Area around Cameley Primary School. It asked participants to choose up to three of the 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 – Area around Cameley Primary School (initial feedback form)



4.10 Respondents stated that the following measures would most benefit the community:

- 22 selected the provision of benches and street furniture around Temple Cloud Playing Field
- 15 selected a 30mph speed limit on Temple Inn Lane
- 12 selected a continuous crossings on Temple Inn Lane
- Nine selected no measures needed

- Nine selected a community gateway at the Temple Inn Lane entrance to the village
- Six selected improved bike storage and e-bike hire facilities (*please note: in the original feedback form, the wrong location was associated with this measure, which has now been removed*)
- Six selected buildouts at the Temple Inn Lane entrance to the village
- Three selected the provision of benches and street furniture in the Goldney Way area
- Three selected 'other' (please see 4.13-4.16)

4.11 Overall, the provision of benches and street furniture around Temple Cloud Playing Field as well as a 30mph speed limit and continuous crossings on Temple Inn Lane were the most favoured measures for Zone 2 – Area around Cameley Primary School.

4.12 To see a combined analysis of results for Zone 2 from both the initial and second feedback form, please see Section 6.

Any other comments (initial feedback form)

- 4.13 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.
- 4.14 Comments received related specifically to Zones 1 and 2, as well as Eastcourt Road, and Temple Inn Lane. Some comments were received in relation to the area as a whole or the scheme in general.
- 4.15 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.
- 4.16 To see a combined analysis of results for Zones 1 and 2 from both the initial and second feedback form, please see Section 6.

Table 1 Key themes from open-text question: 'Any other comments?' (Initial feedback form)

Area	Identified Problems	Solutions/Measures
<i>Zone 1</i>	<ul style="list-style-type: none"> •Lack of residents parking (1) •Concerns that street furniture could take away potential parking spaces (1) 	<ul style="list-style-type: none"> •Additional parking (1) •Better shops and commerce (1)
<i>Zone 2</i>		<ul style="list-style-type: none"> •Activities for younger people (1) •An outdoor gym (1) •Improved lighting in the local park (1) •Provision of more bins on Brandown Close (1)
<i>Eastcourt Road</i>	<ul style="list-style-type: none"> •High speed limits (1) •Lack of footpaths (1) 	
<i>Cameley Road</i>	<ul style="list-style-type: none"> •Concerns for impact on (1) 	
<i>Temple Inn Lane</i>	<ul style="list-style-type: none"> •Modal filters unsuitable for narrow lanes and could increase rat-running (1) 	<ul style="list-style-type: none"> •E-bike hire facilities (1) •20mph speed limit (1)
<i>Area (as a whole)</i>	<ul style="list-style-type: none"> •Increase in housing developments and the development of greenfield sites (2) •Unsafe access/exit of the village by foot/bike (1) •No formalised footways to Clutton (1) 	<ul style="list-style-type: none"> •Improved bus services to Bath City Centre as well as via Midsomer Norton (2) •Average speed cameras (2) •Speed control measures (1) •Speed limit enforcement (1) •Parklets and benches (1)

Area	Identified Problems	Solutions/Measures
	<ul style="list-style-type: none"> • Unsafe routes to Clutton Football Club and Temple Cloud Cricket Club (1) • Maintenance of public footpaths in spaces used for livestock (1) • Overuse of double yellow lines/road markings (1) • Concerns for decrease in parking (1) • Amount of HGV traffic (1) • Speeding traffic (1) • Increasing traffic on the A37 (1) • Unsafe pedestrian crossings across the A37 (1) • Pedestrian safety (1) • Concerns on impact of access to homes (1) • Concerns of impact on bus infrastructure (1) 	<ul style="list-style-type: none"> • Maintenance of footpaths with updated paving and signage (1)

5. Part 2: Second feedback form results (Zones 1-5)

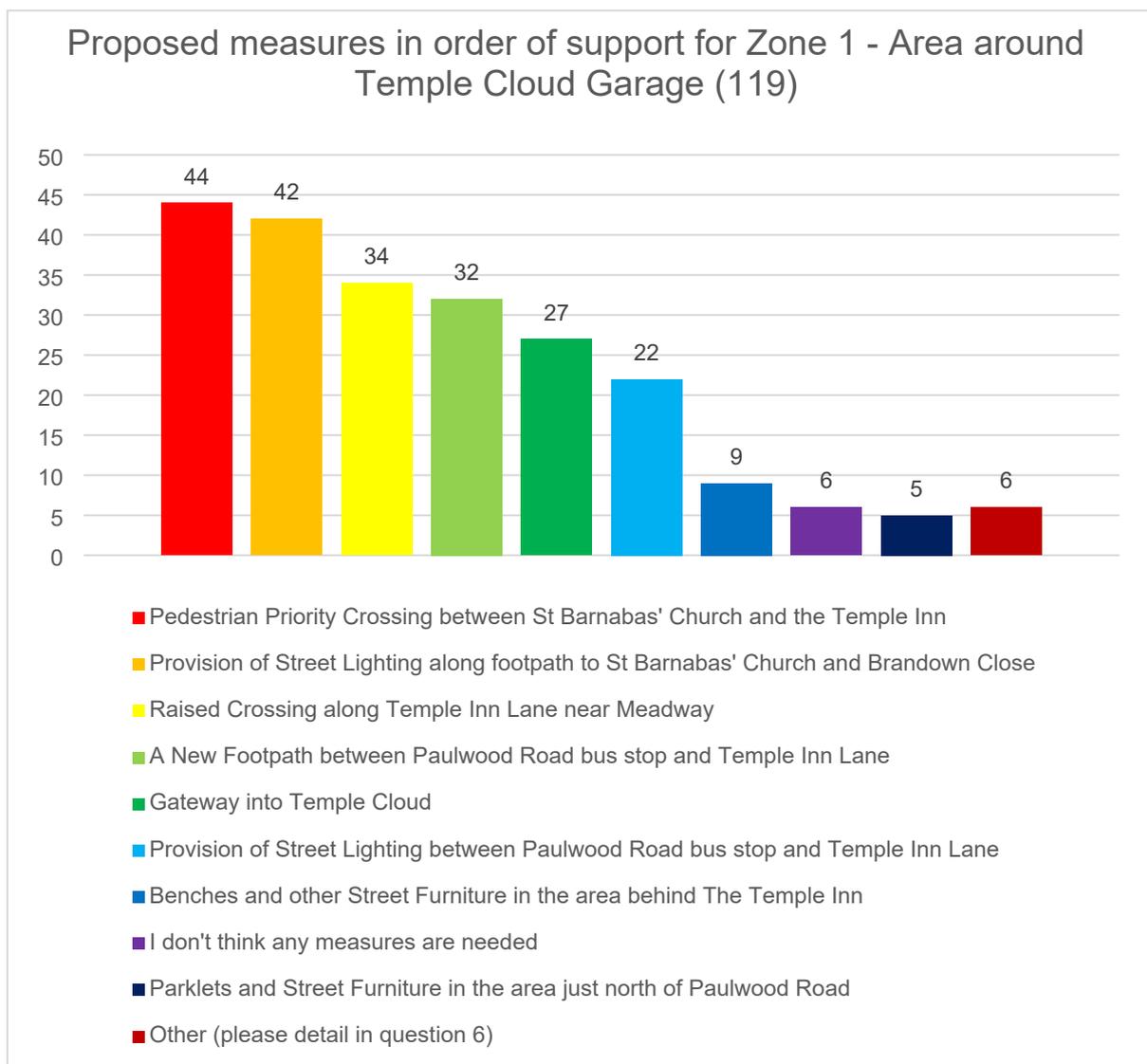
- 5.1 A total of 119 responses were received for the second feedback form based on the Temple Cloud co-design exhibition. All responses were submitted via the online feedback form.
- 5.2 Zones 1 and 2 were included in the original application area. However, a second feedback form was distributed to residents to gain feedback on Zones 1-5. Therefore, the suggested measures for those areas were proposed within the questions in the feedback form. There were five multiple choice questions, one for each Zone, 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.
- 5.3 A copy of the second feedback form for Temple Cloud can be found in Appendix D.

Zone 1 – Area around Temple Cloud Garage (second feedback form)

5.4 The first question related to Zone 1 – Area around Temple Cloud Garage. It asked respondents to choose up to three of the measures that they felt would most benefit the community. A graph of these results can be found in Figure 1 below.

5.5 Please note that a measure that was missed off the form for Zone 1 (Gateway into Temple Cloud) and Zone 2 (Support for the communities ongoing initiative to construct a pump track) during the initial exhibition feedback process. However, this was included as part of the additional survey. Respondents were asked: ‘if you previously responded to the question on Zone 1 or 2 but support either of these measures, please feel free to select them within the form’.

Figure 4 Graph showing the measures selected for Zone 1 – Area around Temple Cloud Garage (second feedback form)



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

- 44 selected a pedestrian priority crossing between St Barnabas’ Church and the Temple Inn

- 42 selected the provision of street lighting along the St Barnabas' Church footpath and Brandown Close
- 34 selected a raised crossing along Temple Inn Lane
- 32 selected a new footpath between Paulwood Road bus stop and Temple Inn Lane
- 27 selected a gateway into Temple Cloud
- 22 selected the provision of street lighting between the Paulwood Road bus stop and Temple Inn Lane
- Nine selected to have benches and street furniture in the area behind The Temple Inn
- Six selected no measures needed
- Five selected parklets and street furniture in the area north of Paulwood Road
- Three selected 'other' (please see 5.21-5.23)

5.7 Overall, a pedestrian crossing between St Barnabas' Church and Temple Inn, the provision of street lighting along the St Barnabas' Church footpath and Brandown Close, and a raised crossing along Temple Inn Lane and were the most favoured measures for Zone 1 – Area around Temple Cloud Garage.

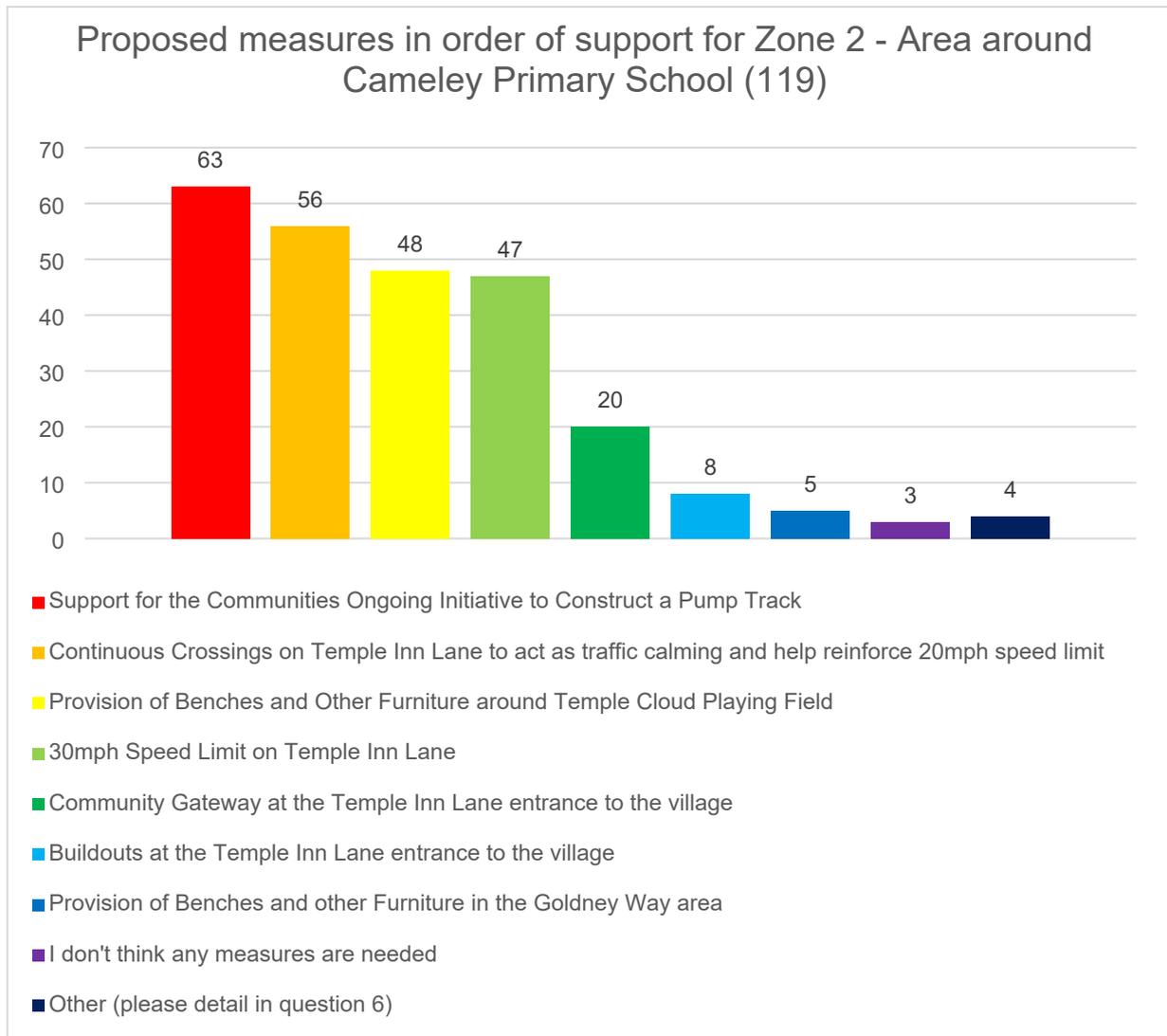
5.8 To see a combined analysis of results for Zone 1 and 2 from both the initial and second feedback form, please see Section 6.

Zone 2 – Area around Cameley Primary School

5.9 The second question related to Zone 2 – Area around Cameley Primary School. It asked respondents to choose up to three of the measures that they felt would most benefit the community. A graph of these results can be found in Figure 2 below.

5.10 Please note that a measure that was missed off the form for Zone 1 (Gateway into Temple Cloud) and Zone 2 (Support for the communities ongoing initiative to construct a pump track) during the initial exhibition feedback process. However, this was included as part of the additional survey. Respondents were asked: ‘if you previously responded to the question on Zone 1 or 2 but support either of these measures, please feel free to select them within the form’.

Figure 5 Graph showing the measures selected for Zone 2 – Area around Cameley Primary School



5.11 Respondents stated that the following measures would most benefit the community:

- 63 selected support for the communities ongoing initiative to construct a pump track
- 56 selected continuous crossings on Temple Inn Lane to act as traffic calming and help reinforce 20mph speed limit

- 48 selected provision of benches and other furniture around Temple Cloud Playing Field
- 47 selected 30mph speed limit on Temple Inn Lane
- 20 selected community gateway at the Temple Inn Lane entrance to the village
- Eight selected buildouts at the Temple Inn Lane entrance to the village
- Five selected provision of benches and other furniture in the Goldney Way area
- Three selected no measures needed
- Four selected 'other' (please see 5.21-5.23)

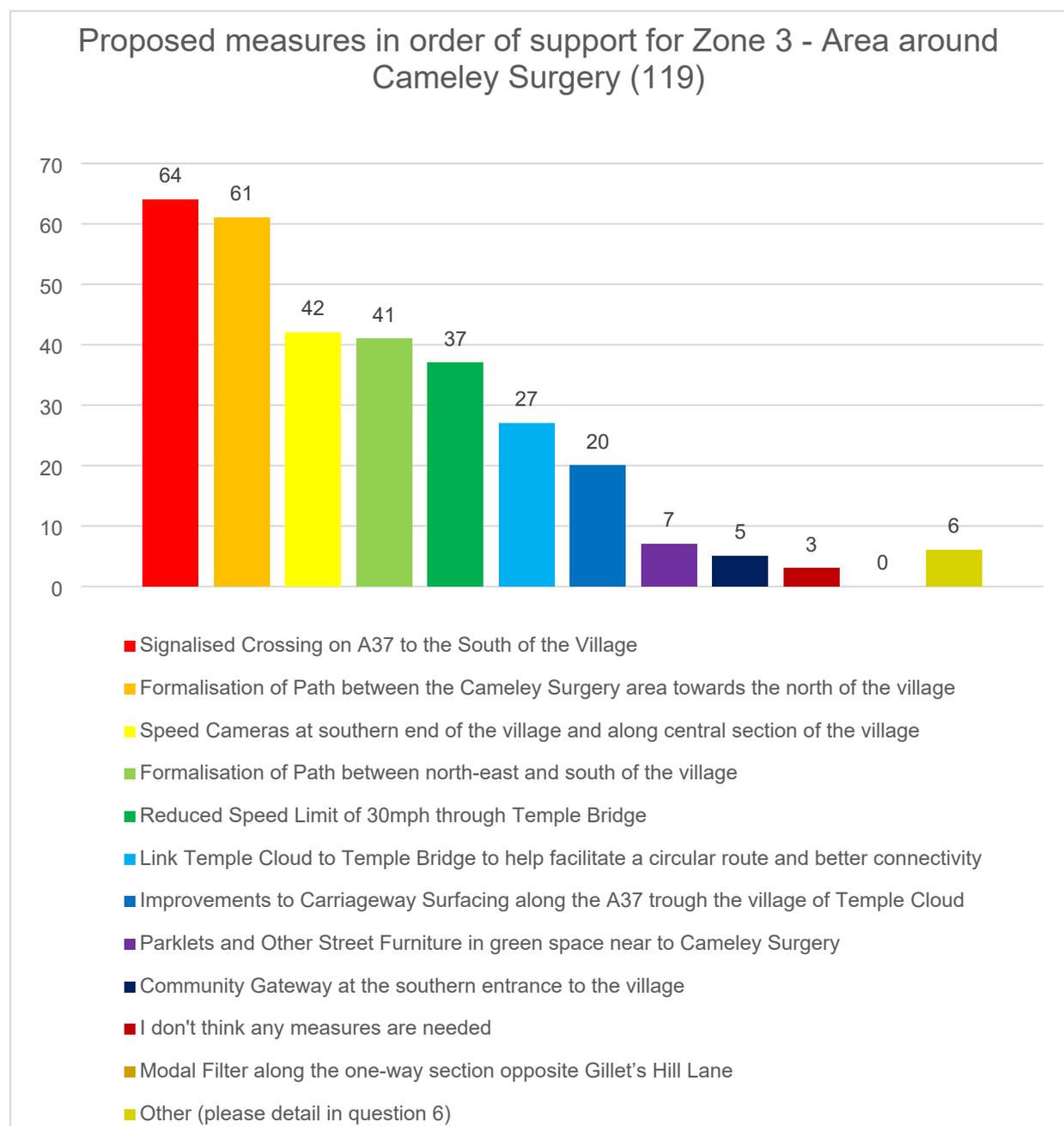
5.12 Overall, the support for communities ongoing initiative to construct a pump track, continuous crossing on Temple Inn Lane, and the provision of benches and other furniture around Temple Cloud Playing Field were the most favoured measures for Zone 2 – Area around Cameley Primary School.

5.13 To see a combined analysis of results for Zone 1 and 2 from both the initial and second feedback form, please see Section 6.

Zone 3 – Area around Cameley Surgery

5.14 The third question related to Zone 3 – Area around Cameley Surgery. It asked respondents to choose up to three of the measures that they felt would most benefit the community. A graph of these results can be found in Figure 3 below.

Figure 6 Graph showing the measures selected for Zone 3 – Area around Cameley Surgery



5.15 Respondents stated that the following measures would most benefit the community:

- 64 selected signalised crossing on A37 to the South of the Village
- 61 selected formalisation of path between the Cameley Surgery area towards the north of the village

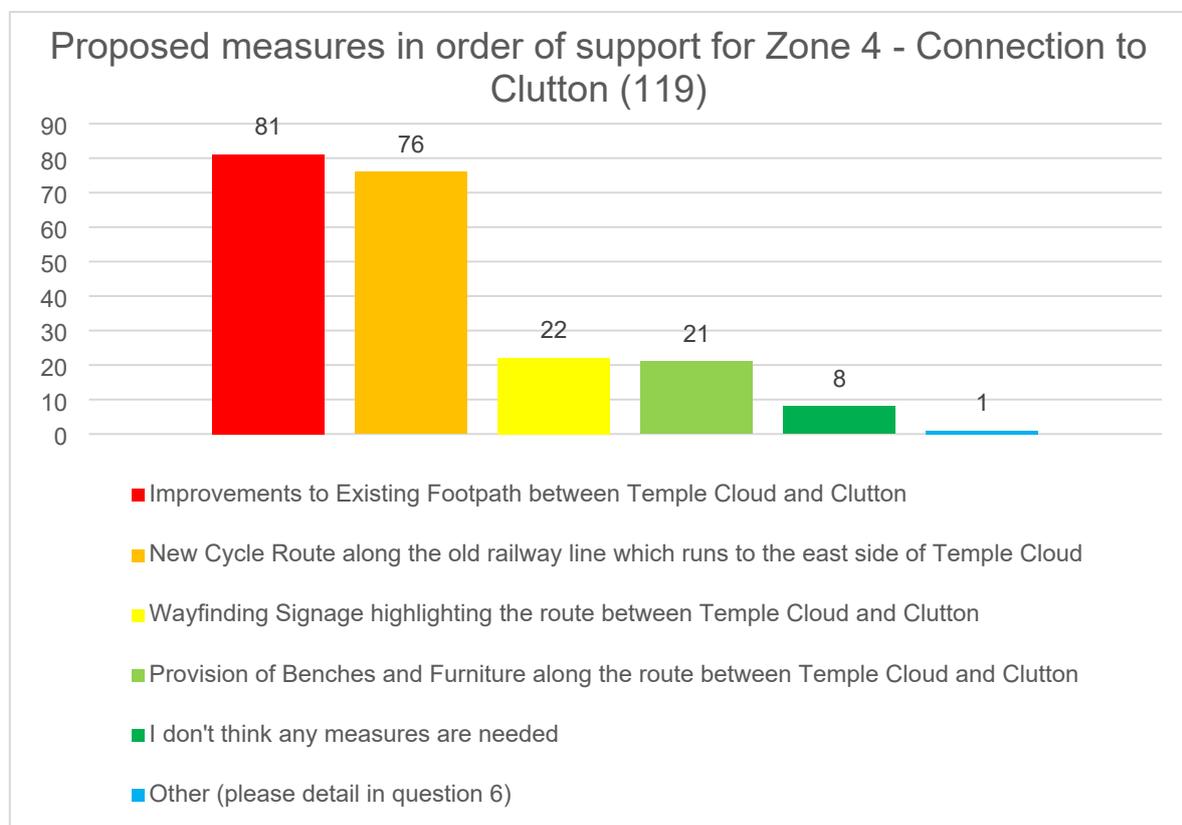
- 42 selected speed cameras at southern end of the village and along central section of the village
- 41 selected formalisation of path between north-east and south of the village
- 37 selected reduced speed limit of 30mph through Temple Bridge
- 27 selected link Temple Cloud to Temple Bridge to help facilitate a circular route and better connectivity
- 20 selected Improvements to carriageway surfacing along the A37 through the village of Temple Cloud
- Seven selected parklets and other street furniture in green space near to Cameley Surgery
- Five selected community gateway at the southern entrance to the village
- Three selected modal filter along the one-way section opposite Gillet's Hill Lane
- Three selected no measures needed
- Four selected 'other' (please see 5.21-5.23)

5.16 Overall, a signalised crossing on A37 to the south of the village, the formalisation of a path between the Cameley Surgery area towards the north of the village, and speed cameras at the southern end of the village and along the central section of the village were the most favoured measures for Zone 3 – Area around Cameley Surgery.

Zone 4 – Connection to Clutton

5.17 The fourth question related to Zone 4 – Connection to Clutton. It asked respondents to choose up to two of the measures that they felt would most benefit the community. A graph of these results can be found in Figure 4 below.

Figure 7 Graph showing the measures selected for Zone 4 – Connection to Clutton



5.18 Respondents stated that the following measures would most benefit the community:

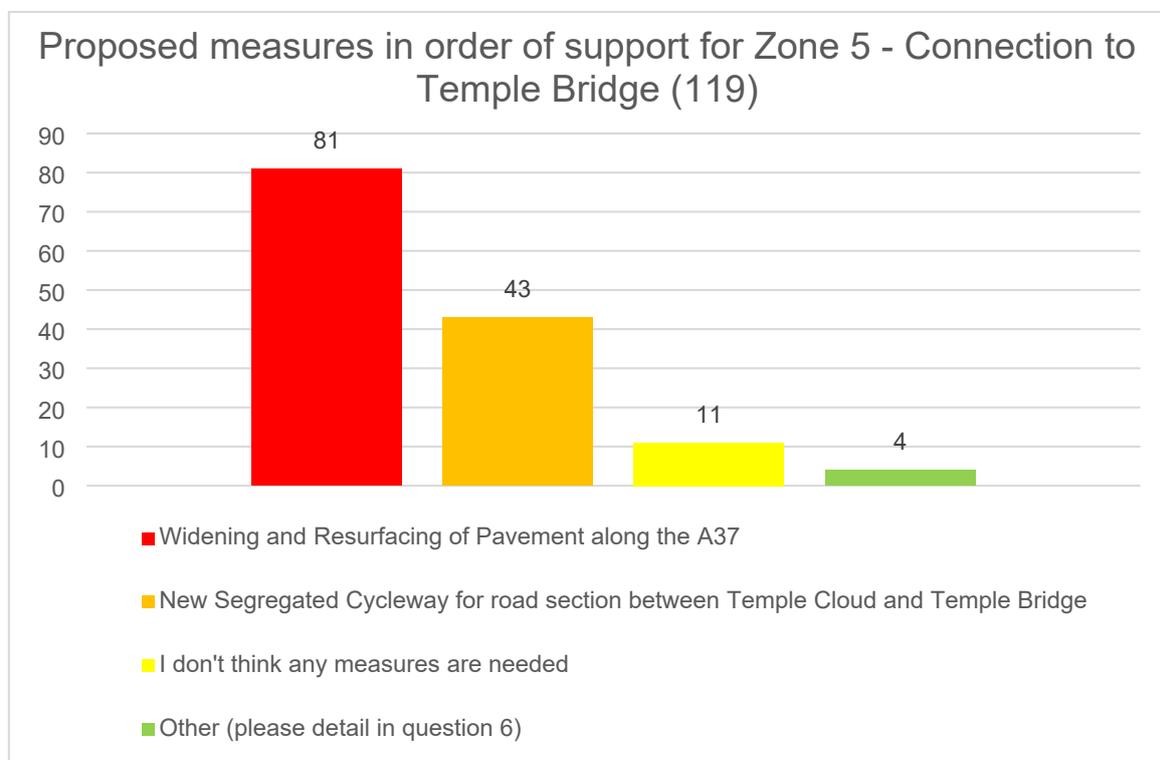
- 81 selected improvements to existing footpath between Temple Cloud and Clutton
- 76 selected new cycle route along the old railway line which runs to the east side of Temple Cloud
- 22 selected wayfinding signage highlighting the route between Temple Cloud and Clutton
- 21 selected provision of benches and furniture along the route between Temple Cloud and Clutton
- Eight selected no measures needed
- One selected 'other' (please see 5.21-5.23)

5.19 Overall, improvements to existing footpath between Temple Cloud and Clutton, a new cycle route along the old railway lines running to the east side of Temple Cloud, and wayfinding signage to highlight the route between Temple Cloud and Clutton are the most favoured measures for Zone 4 – Connection to Clutton.

Zone 5 – Connection to Temple Bridge

5.20 The fifth question related to Zone 5 – Connection to Temple Bridge. It asked respondents to choose any of the measures that they felt would most benefit the community. A graph of these results can be found in Figure 5 below.

Figure 8 Graph showing the measures selected for Zone 5 – Connection to Temple Bridge



5.21 Respondents stated that the following measures would most benefit the community:

- 81 selected widening and resurfacing of pavement along the A37
- 43 selected new segregated cycleway for road section between Temple Cloud and Temple Bridge
- 11 selected no measures needed
- Four selected 'other' (please see 5.21-5.23)

5.22 Overall, the widening and resurfacing of pavements along the A37 was the most favoured measure for Zone 5 – Connection to Temple Bridge.

Any other comments (second feedback form)

- 5.23 The sixth 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.
- 5.24 A total of 46 comments were received and related specifically to Zones 1-3 and 5. Some comments were received in relation to the area as a whole or the scheme in general.
- 5.25 The comments received identified both problems within the area, as well as solutions or potential measures. Table 2 below shows the themes drawn from Question 6. The frequency of themes is shown in brackets after the problem/solution identified.

Table 2 Key themes from open-text question: 'Any other comments?'

Area	Identified Problems	Solutions/Measures
Zone 1	<ul style="list-style-type: none"> • Safety (1) • Poor maintenance of footpaths (1) 	<ul style="list-style-type: none"> • 30mph speed limit (1)
Zone 2	<ul style="list-style-type: none"> • Speeding (1) 	<ul style="list-style-type: none"> • Speed cameras (1) • Footpath to Cameley Primary School (1) • Kissing gate from field to Temple Inn Lane (1) • Footpath around playing field (1)
Zone 3	<ul style="list-style-type: none"> • Safety (3) • Opposition to footpath proposed via Molly Close (2) • Poor visibility (2) • Opposition to one-way system (1) • Anti-social behaviour (1) • Speeding (1) • Traffic displacement (1) • Opposition to closure of one-way system (1) • Narrow footpaths (1) • HGV traffic (1) 	<ul style="list-style-type: none"> • Wider pavements (1) • 20mph speed limit (1) • Speed camera (1) • Mini roundabout (1) • Removal of parking (1) • Relocation of Cameley Surgery to location with parking provision (1) • Reduced speed limits (1) • Speed bumps (1) • Speed islands (1) • Improvements to footpaths (1) • Traffic calming measures (1) • Pedestrian crossing (1)
Zone 5	<ul style="list-style-type: none"> • Safety (3) • Speeding (1) 	<ul style="list-style-type: none"> • Reduced speed limits (4) • 30mph speed limit (1)

Area	Identified Problems	Solutions/Measures
<i>Area (as a whole)</i>	<ul style="list-style-type: none"> • Safety (4) • Speeding (2) • Traffic displacement (1) • Parking safety concern (1) • Poor maintenance of cycle routes (1) • HGV traffic (1) • Poor visibility (1) • Sinking drains during roadworks (1) • Potholes (1) • Narrow roads (1) 	<ul style="list-style-type: none"> • Pedestrian connectivity between Temple Cloud and Temple Bridge (1) • Cycle path (1) • Cycle routes (3) • Traffic calming measures (2) • Reduced speed limits (2) • Average speed cameras (2) • Speed cameras (2) • Double yellow lines (2) • Improvements to footpaths (2) • Improved pedestrian crossings (1) • New bus stop towards Bristol (1) • Better connection between Zone 1 and 2 (1) • Wider roads (1) • Removal of railway bridge (1) • Street lighting (1) • HGV restrictions and right of way (1) • White lines (1) • Wider footpaths (1) • Pedestrian crossing (1) • Community pump track (1) • Limited future housing developments (1) • Improved footways on narrow roads (1)
<i>General</i>	<ul style="list-style-type: none"> • More information on proposals needed (1) 	<ul style="list-style-type: none"> • Scheme support (3)

6. Part 3: Combined results (Zone 1-2)

- 6.1 A combined total of 161 responses were received for the Temple Cloud co-design exhibition initial and second feedback form. All responses were submitted via the online feedback form, with the exception of one email response.
- 6.2 Zones 1 and 2 were included in the original application area and included on both feedback forms, while Zones 3-5 were included on the second feedback form only, therefore, the following results show the combined results for Zones 1 and 2.
- 6.3 For each of the zones, the separate data from both feedback forms is displayed in a table, followed by a clustered column graph displaying the combined results.
- 6.4 Both feedback forms had an 'other' option in each question, with an open-text box question at the end of each form, which has been combined into a table showing the combined comments where Zones 1 and 2 have been specified within the answers.

Zone 1 – Area around Temple Garage (161)

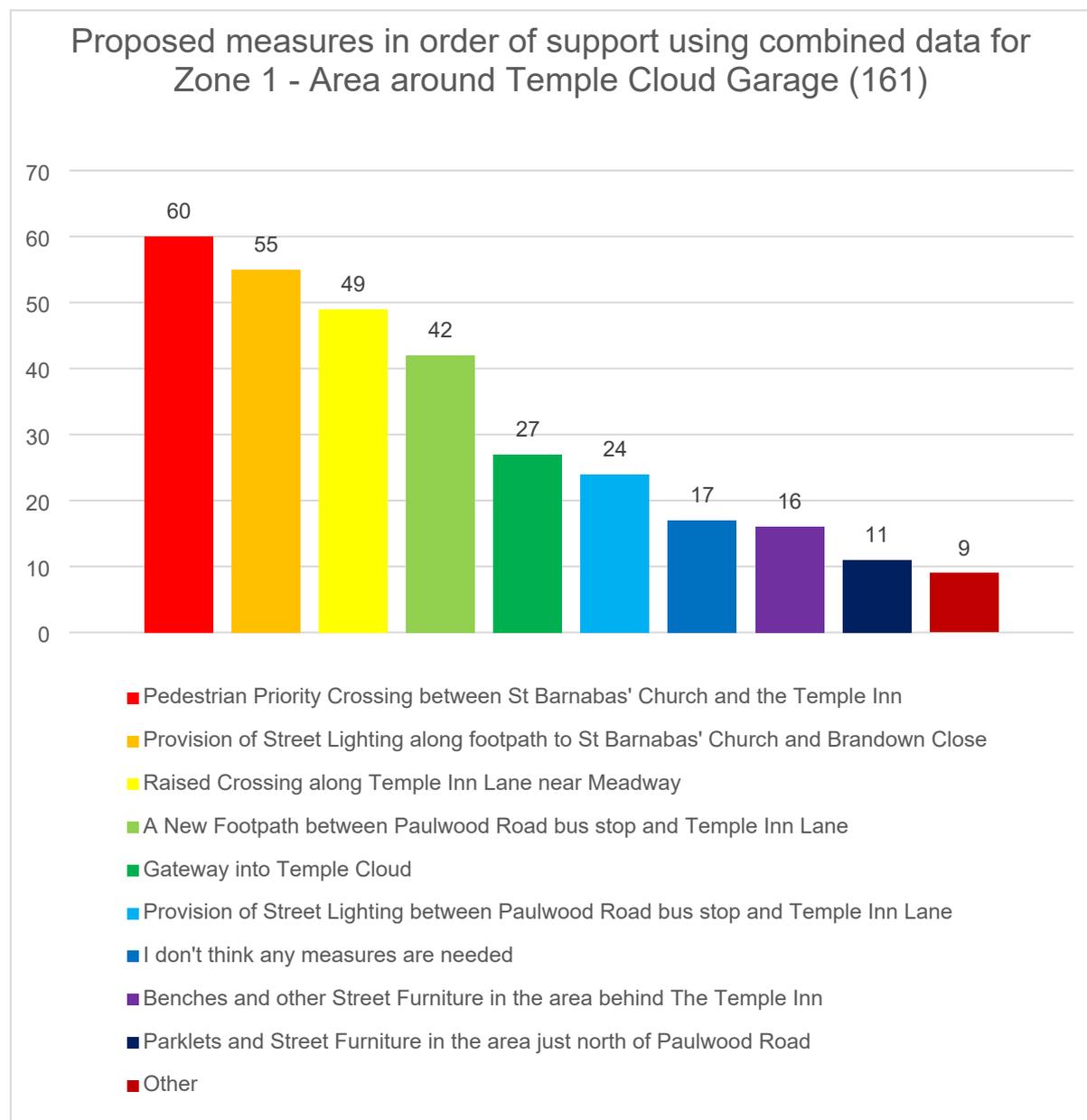
- 6.5 The first question on both feedback forms related to Zone 1 – Area around Temple Cloud Garage. It asked respondents to choose up to three of the measures that they felt would most benefit the community (from all the measures put forward at the workshop for this Zone).
- 6.6 The additional survey also included a further measure that was missed from the original feedback form 'gateway into Temple Cloud'.
- 6.7 The data is presented within the table below showing the results from each of the feedback forms in order of support with the results of each feedback form shown separately.

Table 3 Combined results from both feedback forms for Zone 1 – Area around Temple Cloud Garage

Measures included in Zone 1	Original feedback form	Additional feedback form
Pedestrian priority crossing between St Barnabas' Church and the Temple Inn	16	44
Provision of street lighting along the St Barnabas' Church footpath and Brandown Close	13	42
Raised crossing along Temple Inn Lane	15	34
A new footpath between Paulwood Road bus stop and Temple Inn Lane	10	32
Gateway into Temple Cloud	n/a	27
Provision of street lighting between the Paulwood Road bus stop and Temple Inn Lane	2	22
Benches and street furniture in the area behind The Temple Inn	7	9
I don't think any measures needed	11	6
Parklets and street furniture in the area north of Paulwood Road	6	5
Other	3	6

6.8 Figure 9 below shows the combined results based on the above table.

Figure 9 Graph showing the combined results of the measures selected for Zone 1 – Area around Temple Cloud Garage



6.9 Based on the combined results, respondents stated that the following measures would most benefit the community:

- 60 selected a pedestrian priority crossing between St Barnabas' Church and the Temple Inn
- 55 selected the provision of street lighting along the St Barnabas' Church footpath and Brandown Close
- 49 selected a raised crossing along Temple Inn Lane
- 42 selected a new footpath between Paulwood Road bus stop and Temple Inn Lane
- 27 selected a gateway into Temple Cloud

- 24 selected the provision of street lighting between the Paulwood Road bus stop and Temple Inn Lane
- 17 selected no measures needed
- 16 selected to have benches and street furniture in the area behind The Temple Inn
- 11 selected parklets and street furniture in the area north of Paulwood Road
- Nine selected 'other' (please see 6.17-6.19)

6.10 It is noted that the top three most popular measures are the same across both datasets.

Zone 2 – Area around Cameley Primary School (161)

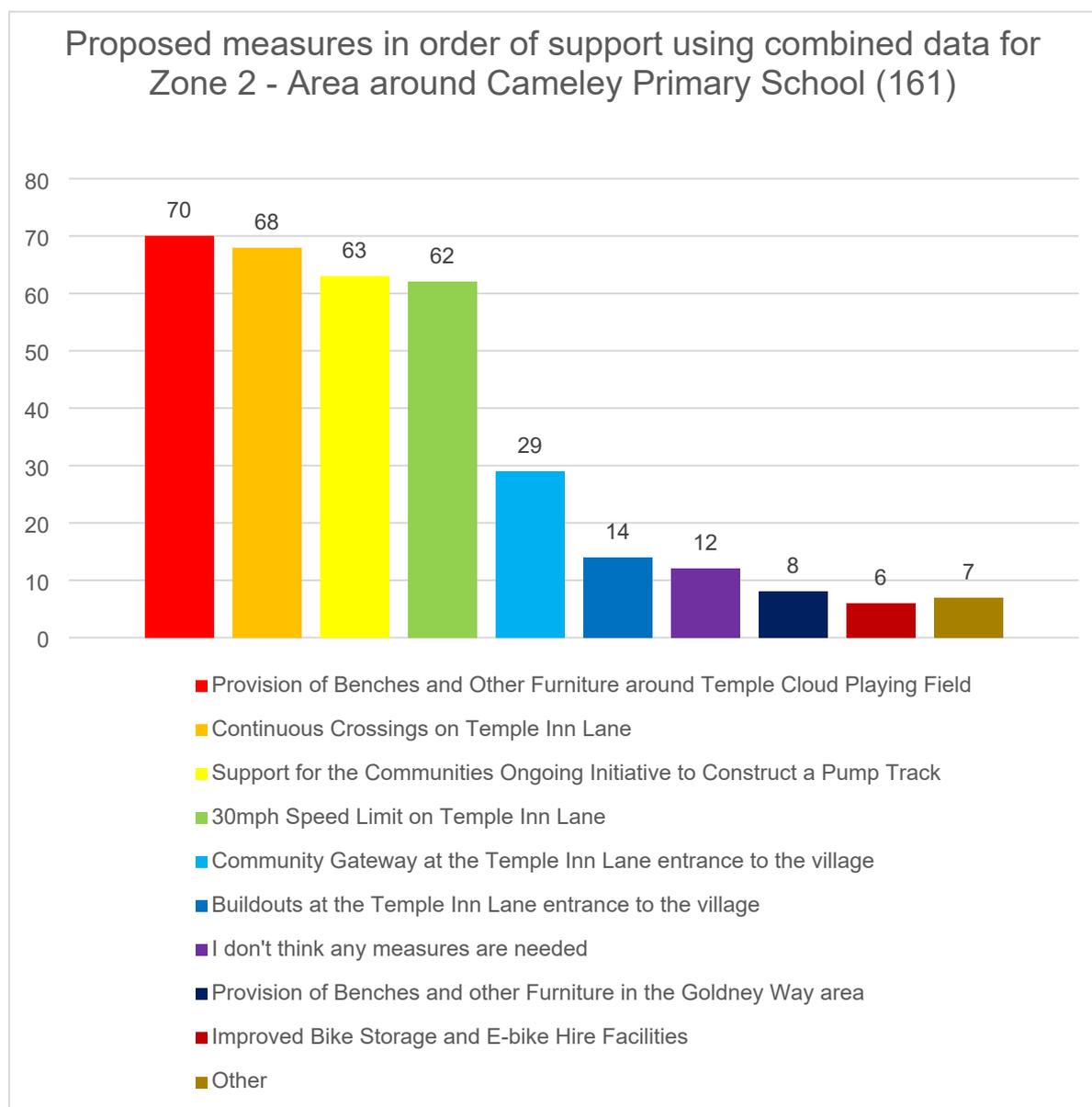
- 6.11 The second question on both feedback forms related to Zone 2 – Area around Cameley Primary School. It asked respondents to choose up to three of the measures that they felt would most benefit the community (from all the measures put forward at the workshop for this Zone).
- 6.12 The additional survey also included a further measure that was missed from the original feedback form: ‘support for communities ongoing initiative to construct a pump track’, and the removal of ‘improved bike storage and e-bike hiring facilities’ previously included in the initial form.
- 6.13 The data is presented within the table below showing the results from each of the feedback forms in order of support with the results of each feedback form shown separately.

Table 4 Combined results from both feedback forms for Zone 2 – Area around Cameley Primary School

Measures included in Zone 2	Original feedback form	Additional feedback form
Provision of benches and other furniture around Temple Cloud Playing Field	22	48
Support for the communities ongoing initiative to construct a pump track	n/a	63
30mph speed limit on Temple Inn Lane	15	47
Continuous crossings on Temple Inn Lane to act as traffic calming and help reinforce 20mph speed limit	12	56
Community gateway at the Temple Inn Lane entrance to the village	9	20
Buildouts at the Temple Inn Lane entrance to the village	6	8
I don't think any measures needed	9	3
Provision of benches and other furniture in the Goldney Way area	3	5
Improved bike storage and e-bike hire facilities	6	n/a
Other	3	4

- 6.14 Figure 10 below shows the combined results based on the above table.

Figure 10 Graph showing the combined results of the measures selected for Zone 2 – Area around Cameley Primary School



6.15 Based on the combined results, respondents stated that the following measures would most benefit the community:

- 70 selected provision of benches and other furniture around Temple Cloud Playing Field
- 68 selected continuous crossings on Temple Inn Lane
- 63 selected support for the communities ongoing initiative to construct a pump track
- 62 selected 30mph speed limit on Temple Inn Lane
- 29 selected community gateway at the Temple Inn Lane entrance to the village
- 14 selected buildouts at the Temple Inn Lane entrance to the village
- 12 selected no measures needed

- Eight selected provision of benches and other furniture in the Goldney Way area
- Six selected improved bike storage and e-bike hire facilities
- Seven selected 'other' (please see 6.17-6.19)

6.16 It is noted that the top four most popular measures are the same across both datasets.

‘Any other comments?’ results from combined data

6.17 The final question on both feedback forms 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.

6.18 A total of 11 comments were received and related specifically to Zones 1 and 2. For details on comments on Zones 3-5 please see 5.21-5.23 and for comments on the area as a whole or the scheme in general, please see Sections 4.13-4.16 and 5.21-5.23.

6.19 The comments received identified both problems within the area, as well as solutions or potential measures. Table 5 below shows the themes drawn from the open-text question. The frequency of themes is shown in brackets after the problem/solution identified.

Table 5 Key themes from combined data open-text question: ‘Any other comments?’

Area	Identified Problems	Solutions/Measures
Zone 1	<ul style="list-style-type: none"> • Safety (1) • Poor maintenance of footpaths (1) • Lack of residents parking (1) • Concerns that street furniture could take away potential parking spaces (1) 	<ul style="list-style-type: none"> • 30mph speed limit (1) • Additional parking (1) • Better shops and commerce (1)
Zone 2	<ul style="list-style-type: none"> • Speeding (1) 	<ul style="list-style-type: none"> • Speed cameras (1) • Footpath to Cameley Primary School (1) • Kissing gate from field to Temple Inn Lane (1) • Footpath around playing field (1) • Activities for younger people (1) • An outdoor gym (1) • Improved lighting in the local park (1) • Provision of more bins on Brandown Close (1)

7. Conclusion and next steps

- 7.1 The results of the feedback from the co-design exhibition and the second feedback form found the following measures to be most favoured by residents and businesses in the Temple Cloud area.
- 7.2 Zones 1 and 2 include the combined data, however, the analysis showed that the top measures were the same across both datasets and has been reflected below.
- 7.3 Zone 2 has the top four measures included, as the support for communities ongoing initiative to construct a pump track was included in the second feedback form, however received the third highest number of selections when looking at both datasets. Zones 3-5 were included in the second feedback form only.

Zone 1 – Area around Temple Cloud Garage

1. Pedestrian priority crossing between St Barnabas' Church and the Temple Inn
2. Provision of street lighting along the St Barnabas' Church footpath and Brandown Close
3. Raised crossing along Temple Inn Lane

Zone 2 – Area around Cameley Primary School

1. Provision of benches and street furniture around Temple Cloud Playing Field
2. Continuous crossings on Temple Inn Lane
3. Support for the communities ongoing initiative to construct a pump track
4. 30mph speed limit on Temple Inn Lane

Zone 3 – Area around Cameley Surgery

1. Signalised crossing on A37 to the South of the Village
2. Formalisation of path between the Cameley Surgery area towards the north of the village
3. Speed cameras at southern end of the village and along central section of the village

Zone 4 – Connection to Clutton

1. Improvements to existing footpath between Temple Cloud and Clutton
2. New cycle route along the old railway line which runs to the east side of Temple Cloud
3. Wayfinding signage highlighting the route between Temple Cloud and Clutton

Zone 5 – Connection to Temple Bridge

1. Widening and resurfacing of pavement along the A37

- 7.4 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.
- 7.5 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).
- 7.6 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 19 August 2022

Sent: 19 August 2022 15:46

From: liveableneighbourhoods@bathnes.gov.uk

Subject: Liveable Neighbourhoods – Invitation to co-design exhibition Temple Cloud, Mendip

Hello,

As a reminder, the co-design exhibition for Temple Cloud, Mendip is taking place **Wednesday 24th August between 4pm and 8pm at Clutton Village Hall** (Venus Ln, Clutton, BS39 5SP).

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 Wednesday 7th 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 Temple Cloud, Mendip area.

What is good about the area?:

- 11 said strong community spirit
- 5 said good accessibility
- 2 said safe and healthy environment

What issues are experienced?:

- 12 said speeding traffic
- 12 said HGV traffic
- 9 said not enough space for wheeling, walking, or cycling
- 7 said through traffic
- 4 said parking
- 3 said school run traffic

What measures could improve the area?:

- 11 said a restriction on through traffic or HGVs
- 11 said new or wider footways
- 6 said trees and planting
- 5 said new or improved cycle lanes
- 5 said better or more residents parking



Co-design Workshop

The workshop took place in Temple Cloud Village Hall on the 27th May.

Brief presentation / introduction

Exercises 1,2 and 3

Break

Exercise 4

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.

The workshop was attended by 7 people (16 registered), along with representatives from AECOM and B&NES Council. Attendees were split into two groups, on two tables.

Sustrans staff are helping us to engage with an even broader range of people by running workshops in the community. They visited a scout group and pupils at Cameley Primary School Fayre, where they talked to a diverse group of children.

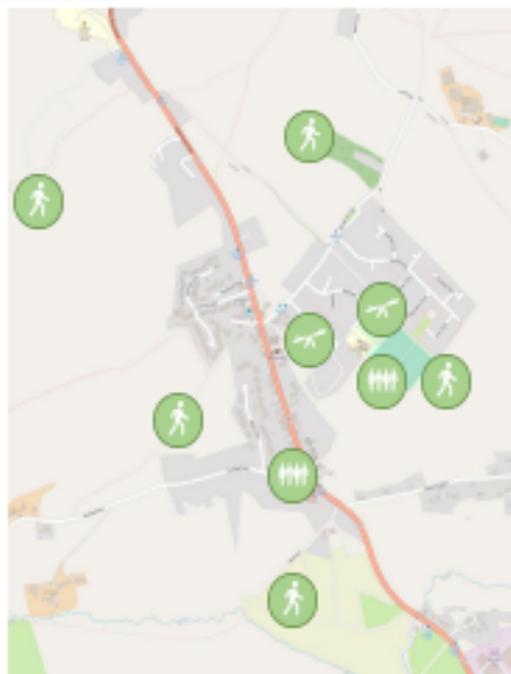
A key issue discussed was the unsafe feeling any got around the A37 and surrounding roads due to traffic speeds, lack of usable footpaths and lighting.

Other general issues surrounded the lack of shops, with only a Texaco Garage. A lack of things for teenagers to engage with with requests for a skate park, or pump track. Further issues surrounded the lack of bus routes, and the inconsistencies of the Bristol bus. There was a number of requests for an improved cycle link to Bristol.



Exercise 1 What people said they liked about Temple Cloud

We asked each table to discuss and identify on a map what they liked about the Temple Cloud area.



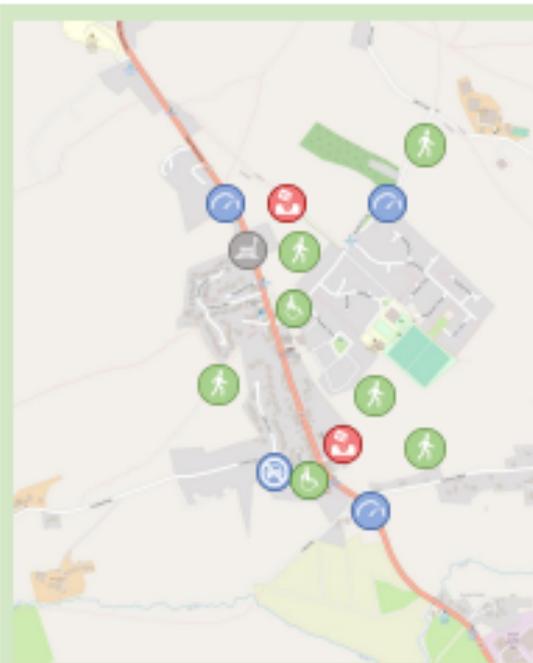
 There are some great established areas/ green spaces to go for a walk/wheel.

 Space for children to play.

 The village green is a good community space

Exercise 2 What people said could be nurtured

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



 Poor parking around the doctor's surgery.

 Issues with maintenance. Nice routes, but often in poor condition, especially outside the summer months.

 Issues with high speeds and lack of 'arrival' into the village.

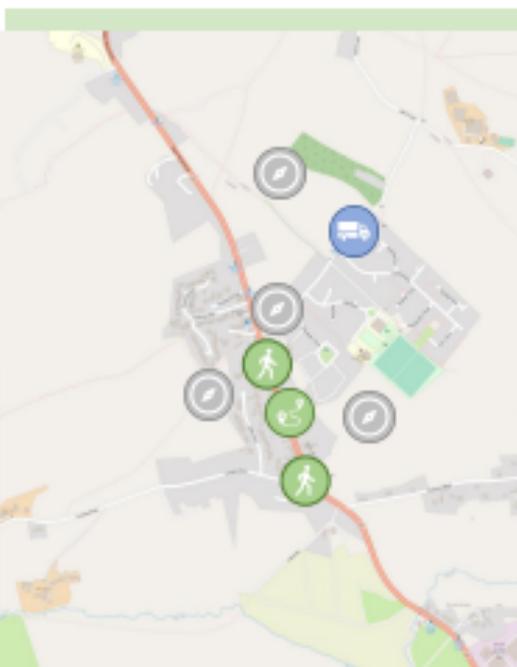
 There are some walking routes, but there is a lack of connectivity due to A37 and infrastructure with paths/routes.

 No shelter for people using the bus services.

 Poor crossing points for people walking/ wheeling.

Exercise 3 What people said are their movement patterns

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.



 Movement of HGVs and the speed at which they travel through the village.

 A lack of connectivity and wayfinding are barriers to encouraging people to walk around Temple Cloud village.

 Pavements along the A37 are narrow and difficult to access, which is a big barrier for those walking/ wheeling and parents with children.

 A lack of connection between the east and west of the village is resulting in people using their car for short journeys', such as the school run or visiting the surgery.

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 Cycle Infrastructure	Improved Public Space	Better allocation of road space
 Cycle Lane  Cycle Parking  E-Bike Hire	 Planters and Greenery  Wayfinding  Community Spaces: <ul style="list-style-type: none"> • Seating • Parklets • Public Art 	 Pedestrian Priority Crossing  Enhanced Route  Lighting

Traffic Interventions	Additional Themes identified at workshops
 Parking Restrictions  Modal Filter  Signalised Junction  Narrow Junction Widths  One Way Street  Traffic Calming Measures	 Maintenance: <ul style="list-style-type: none"> • Resurfacing • Cut Vegetation Behaviour Change  EV Charging  Car Club Spaces 

What is a Modal Filter?

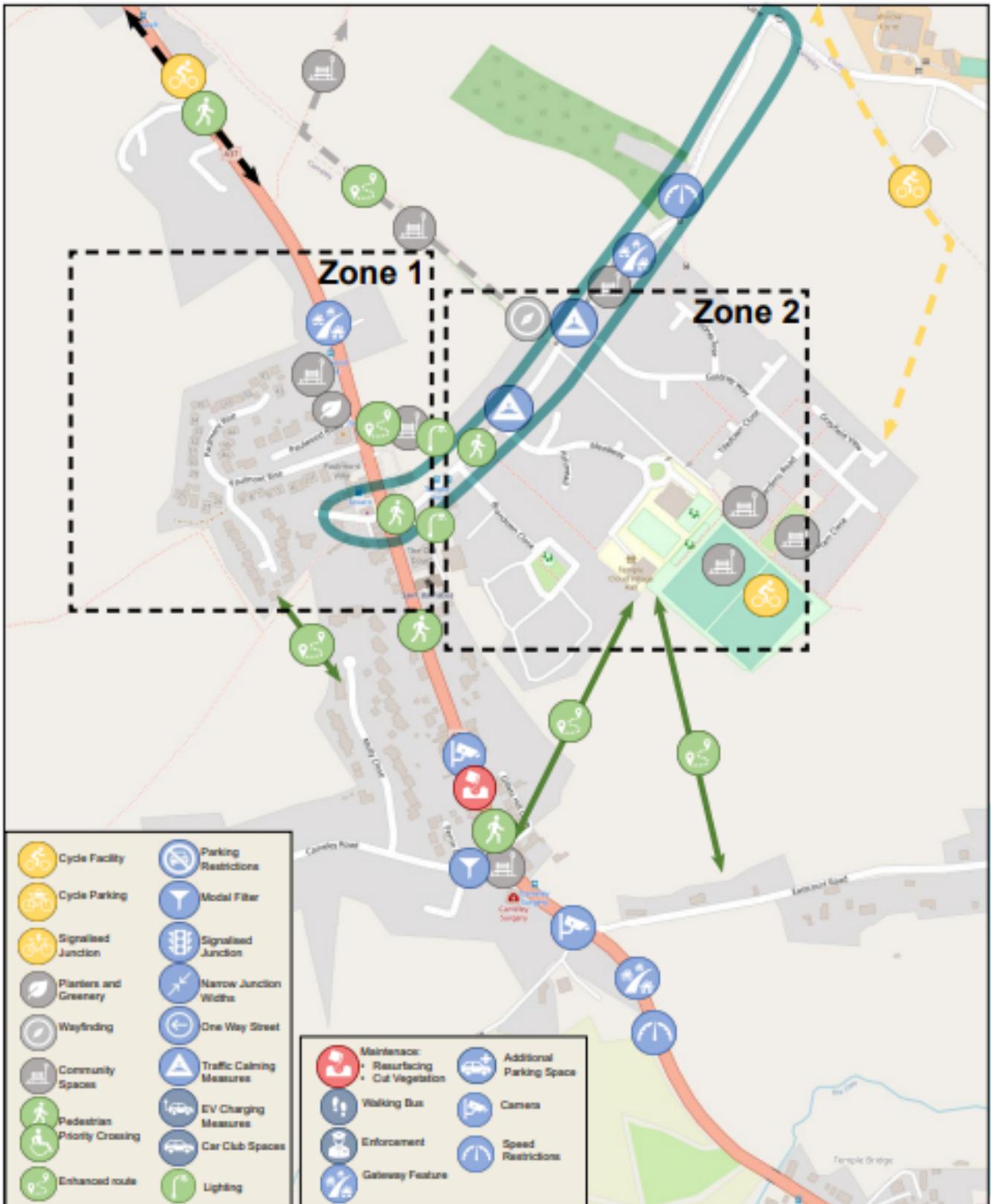
A Modal Filter is a vehicle restriction such as a droppable bollard, gate, or planter which stops through traffic but allows pedestrians, wheelchair users, and cyclists to pass through. Vehicle access is always maintained for residents, visitors and service vehicles although some parking may be lost to enable turning and there may be a need to take different routes. Filters can be designed to work at certain times of the day or at all times.



Source: Cycling Embassy

Temple Cloud, Mendip

Here is a map of the Temple Cloud, Mendip 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 the ideas for Zone 1.



	Cycle Lane		Parking Restrictions
	Cycle Parking		Modal Filter
	Signalised Junction		Signalised Junction
	Planters and Greenery		Narrow Junction Widths
	Wayfinding		One Way Street
	Community Spaces		Traffic Calming Measures
	Pedestrian Priority Crossing		EV Charging Measures
	Enhanced route		Car Club Spaces
	Enhanced lighting		Additional Parking Space
	Maintenance: Resurfacing		Camera
	Maintenance: Cut Vegetation		Speed Restrictions
	Walking Bus		Gateway Feature
	Enforcement		

Area just north of Paulwood Road

Planters and greenery to provide local planting and opportunities to 'grow your own' in the area.

Parklets and other street furniture outside businesses to be used by patrons and children picked up by coaches at this location.

Area behind the The Temple Inn

Provision of benches and other furniture to create a park space for residents, alongside the route behind the Temple Inn.

Consider walking and using local seating/green spaces to help with your mental health and wellbeing

Area behind The Temple Inn

Create a new footpath between Paulwood Road bus stop and Temple Inn Lane towards the school. Provide new street lighting along this route.

Entrance to Temple Inn Lane

Pedestrian priority crossing between St Barnabas' Church and the Temple Inn, linking the newly constructed footway to the Brandown Close development. Provide a second crossing along Temple Inn Lane near Meadway.

Pedestrian access to St Barnabas's Church

Provision of street lighting along the newly installed footpath to Church and Brandown Close.

Gateway into Temple Cloud

A gateway feature could help to change driver behaviour, encourage slower speeds and provide an opportunity to promote the villages heritage. It could also help to inform drivers that they are now entering a different area (village).

Consider your driver behaviour and speed when using your car in and around the village.



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



**LIVEABLE
NEIGHBOURHOODS**

Appendix C - Temple Cloud Feedback Form (initial form)

B&NES Liveable Neighbourhoods Co-design Exhibition: Temple Cloud, Mendip

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 Mount Road workshop would most benefit the community.

You can view all of the ideas in the Temple Cloud, Mendip Workshop Report [here](#).

We have split the original application area for Temple Cloud, Mendip into several zones, and we will ask you to select up to three measures for each zone 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 three questions relating to Zones 1-2. 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 – Area around Temple Cloud Garage

Please select up to **three** of the measures that you feel would **most benefit the community** in Zone 1 – Area around Temple Cloud Garage:

- Parklets and Street Furniture** in the area just north of Paulwood Road
- Benches and other Street Furniture** in the area behind the Temple Inn
- A New Footpath** between Paulwood Road bus stop and Temple Inn Lane
- Provision of Street Lighting** between Paulwood Road bus stop and Temple Inn Lane
- Pedestrian Priority Crossing** between St Barnabas' Church and the Temple Inn
- Provision of Street Lighting** along footpath to St Barnabas' Church and Brandown Close
- I don't think any measures are needed**
- Other** (please detail in question 4)

Zone 2 – Area around Cameley Primary School

Please select up to **three** of the measures that you feel would **most benefit the community** in Zone 2 – Area around Cameley Primary School:

- Improved Bike Storage and E-bike Hire Facilities** in the area outside the Queen Charlton Lane junction
- Benches and other Street Furniture** in the Goldney Way area
- Benches and other Street Furniture** around Temple Cloud Playing Field
- Community Gateway** at the Temple Inn Lane entrance to the village
- Buildouts** at the Temple Inn Lane entrance to the village
- 30mph Speed Limit** on Temple Inn Lane
- Continuous Crossings** on Temple Inn Lane

I don't think any measures are needed

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**.

Appendix D - Temple Cloud Feedback Form (second form)

B&NES Liveable Neighbourhoods Co-design Exhibition: Temple Cloud

The Liveable Neighbourhoods (LN) project team recently wrote to update you about the Temple Cloud LN, inviting you to complete a feedback form on the outputs of the workshop they ran in the spring - which they later showcased at a local exhibition.

Those who came to the workshop discussed in more detail the transport-related issues that people experience. Together they identified specific measures that could help, plotting these on maps which covered the whole of the Temple Cloud area. However, during the exhibition, they asked you to provide feedback on the Temple Inn Lane area only, which they believed to be the approved application area.

This came about as during the original application process I requested a revision to the proposed LN area which was not recorded. The revision was to include the whole of Temple Cloud in the application (not just Temple Inn Lane).

Given the mistake, I would like to now evaluate measures put forward by residents for the whole village, and therefore need your opinion on measures put forward for the additional zones.

Please help me by completing the feedback form below, listing the top measures (in each zone) that you feel would most benefit the community.

There are questions relating to Zones 1-5, which are presented in the workshop report for Temple Cloud, available here:

<https://beta.bathnes.gov.uk/sites/default/files/Temple%20Cloud%20Workshop%20Report.pdf>

You do not need to answer every question.

If you completed the feedback form for the Area around Temple Cloud Garage (Zone 1) and the Area around Cameley Primary School (Zone 2) in the summer, it's important that you skip those questions. However, please note that a measure that was missed off the form for Zone 1 (Gateway into Temple Cloud) and Zone 2 (Support for the communities ongoing initiative to construct a pump track), which we have now added. If you previously responded to the question on Zone 1 or 2 but support either of these measures, please feel free to select them within the form.

Please complete the feedback form by Sunday, 23 October.

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

- Email: liveableneighbourhoods@bathnes.gov.uk
- Phone: 01225 39 40 25

Zone 1 – Area around Temple Cloud Garage

Please select up to **three** of the measures that you feel would **most benefit the community** in Zone 1 – Area around Temple Cloud Garage:

- Parklets and Street Furniture** in the area just north of Paulwood Road
- Benches and other Street Furniture** in the area behind the Temple Inn
- A New Footpath** between Paulwood Road bus stop and Temple Inn Lane
- Provision of Street Lighting** between Paulwood Road bus stop and Temple Inn Lane
- Pedestrian Priority Crossing** between St Barnabas' Church and the Temple Inn
- Raised Crossing** along Temple Inn Lane near Meadway
- Provision of Street Lighting** along footpath to St Barnabas' Church and Brandown Close
- Gateway** into Temple Cloud

- I don't think any measures are needed**
- Other** (please detail in question 4)

Zone 2 – Area around Cameley Primary School

If you completed the feedback form for this zone in the summer, it's important that you skip this question.

Please select up to three of the measures that you feel would most benefit the community in Zone 2 - Area around Cameley Primary School

- Provision of Benches and other Furniture in the Goldney Way area**
- Provision of Benches and Other Furniture around Temple Cloud Playing Field**
- Support for the Communities Ongoing Initiative to Construct a Pump Track**
- Community Gateway at the Temple Inn Lane entrance to the village**
- Buildouts at the Temple Inn Lane entrance to the village**
- 30mph Speed Limit on Temple Inn Lane**
- Continuous Crossings on Temple Inn Lane to act as traffic calming and help reinforce 20mph speed limit**
- I don't think any measures are needed**
- Other** (please detail in question 6)

Zone 3 - Area around Cameley Surgery

Please select up to three of the measures that you feel would most benefit the community in Zone 3 - Area around Cameley Surgery

- Parklets and Other Street Furniture** in green space near to Cameley Surgery
- Signalised Crossing** on A37 to the South of the Village
- Formalisation of Path** between north-east and south of the village
- Formalisation of Path** between the Cameley Surgery area towards the north of the village
- Link Temple Cloud to Temple Bridge** to help facilitate a circular route and better connectivity between the two villages
- Modal Filter along the one-way section** opposite Gillet's Hill Lane (*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*)
- Community Gateway** at the southern entrance to the village
- Speed Cameras** at southern end of the village and along central section of the village
- Reduced Speed Limit of 30mph** through Temple Bridge
- Improvements to Carriageway Surfacing** along the A37 through the village of Temple Cloud
- I don't think any measures are needed**
- Other** (please detail in question 6)

Zone 4 - Connection to Clutton

Please select up to two of the measures that you feel would most benefit the community in Zone 4 - Connection to Clutton

- New Cycle Route** along the old railway line which runs to the east side of Temple Cloud
- Provision of Benches and Furniture** along the route between Temple Cloud and Clutton
- Wayfinding Signage** highlighting the route between Temple Cloud and Clutton
- Improvements to Existing Footpath** between Temple Cloud and Clutton

- I don't think any measures are needed
- Other (please detail in question 6)

Zone 5 - Connection to Temple Bridge

Please select any of the measures that you feel would most benefit the community in Zone 5 - Connection to Temple Bridge

- New Segregated Cycleway** for road section between Temple Cloud and Temple Bridge
- Widening and Resurfacing of Pavement** along the A37
- I don't think any measures are needed
- Other (please detail in question 6)

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 Policy via <https://beta.bathnes.gov.uk/council-privacy-policy>.

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

HP
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