AECOM

Recommendation Report

Liveable Neighbourhoods
Temple Cloud

Bath & North East Somerset Council

Project reference: B&NES LNs
Project number: 60668625

30 October 2022

Delivering a better world

Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
P01	08/11/2022	Draft Issue	HH	HH	Associate Director
P02	15/12/2022	Final Issue	HH	HH	Associate Director
P03	29/01/2023	Final Issue	HH	HH	Associate Director

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1. Introduction

This report presents an assessment of a range of measures to improve residential streets in Temple Cloud, 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. They 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 ideas to improve driving, parking, walking, cycling and public space (among others) in Temple Cloud, extending outside the original application area to provide context.

- You can learn more about the LN programme and read the workshop output report for Temple Cloud 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 the workshop 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 Temple Cloud 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 Temple Cloud.

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 interventions put forward by residents in the co-design workshops – and that residents subsequently prioritised in the follow up exhibitions – to be assessed. The criteria to be used 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

There are also some additional factors which come into consideration, and these are:

- The popularity of the intervention (frequency it was voted for)

- How feasible it is to deliver

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 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 Temple Cloud 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 five zones presented below (Figure 2). The zones within the application area (Zones 1 and 2) were then taken forward and presented to the community at the follow up exhibition, with residents having the opportunity prioritise up to three choices to take forward in each zone. These results are shown in 3.3 to 3.7.
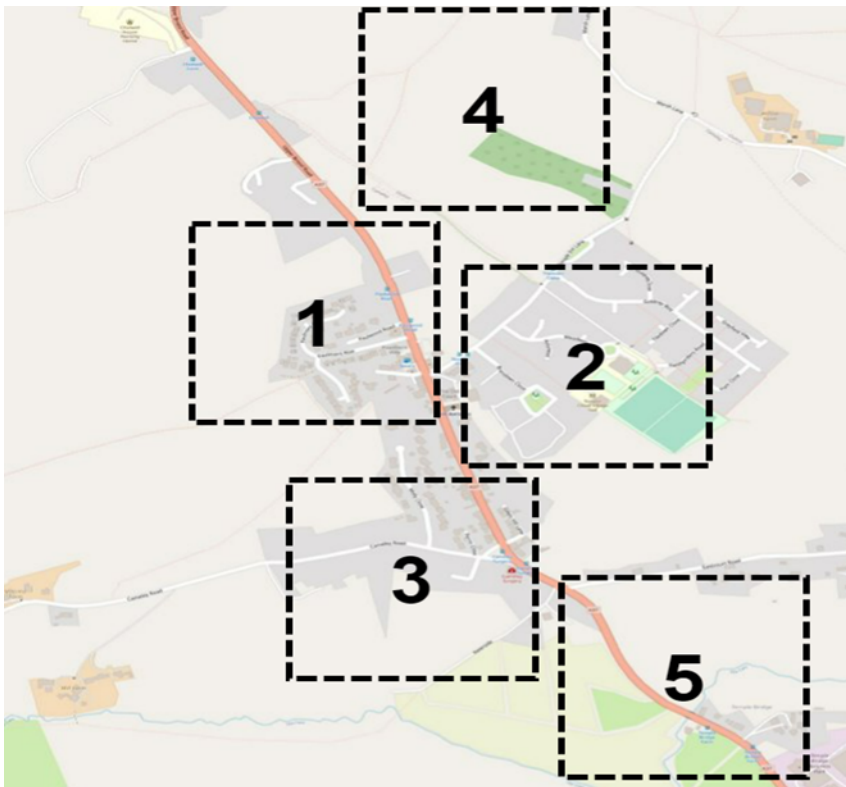

Figure 2 - Co-Design workshop output

In the figures below, each measure has been scored against the factors set out in Section 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.

3.2 Key points

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

- Zone 1
    - One of the interventions – new footpath between Paulwood Road bus stop and Temple Inn Lane – isn't feasible due to land being in private ownership, however, we understand there is a planning application currently in with the council and this access path could be delivered as part of that development. The intervention has been highlighted in grey in Figure 3 and its score removed from the MCAF.

- Zone 2
    - One of the interventions – Support for the communities ongoing initiative to construct a pump track is outside the scope of the LN Programme. We understand funding is currently being sought from another source.

3.3 Zone 1 - Interventions and scores

Area	Intervention proposed by residents	Number of votes	Weighting of votes	Is the intervention feasible?	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	Technical Score	Total Score	Comments
					-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	Controlled crossing between St Barnabas' Church and the Temple Inn	60	3	Yes	-1	2	0	-1	1	3	0	4	7	
	Raised crossings along Temple Inn near Meadway	49	3	Yes	0	2	1	1	2	2	0	8	11	
	Provision of street lighting along footpath to St Barnabas' Church and Brandown Close	55	3	Yes	0	2	0	0	0	2	-1	3	6	
	New footpath between Paulwood Road bus stop and Temple Inn Lane	42	3	No	0	2	0	0	0	2	-1	3	0	Not currently feasible, as it is through private land. Could be addressed via new development application for the area
	Benches and other street furniture in the area behind Temple Inn Lane	16	1	Yes	0	1	1	0	1	2	1	6	7	
	Parklets and street furniture in the area just north of Paulwood Road	11	1	Yes	0	1	1	0	1	2	1	6	7	
	Gateway into Temple Cloud	27	1	Yes								0	1	
	Provision of street lighting between Paulwood Road bus stop and Temple Inn Lane	24	2	Yes	0	2	0	0	0	2	-1	3	5	
	8	284											6	

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?	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	Technical Score	Total Score	Comments
					-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	**Provision of benches and other furniture around Temple Cloud playing field**	70	3	Yes	0	1	1	0	1	2	1	6	9	
	Support for the communities ongoing initiative to construct a pump track	63	3	Yes	0	0	0	0	0	0	0	0	0	Outside the scope of the LN Programme. Funding currently being sought
	30 mph speed limit on Temple Inn Lane	62	3	Yes	0	2	1	-2	1	2	2	6	9	
	Raised crossing on Temple Inn Lane	12	1	Yes	0	2	1	1	2	2	0	8	9	
	Community gateway at the Temple Inn Lane entrance to the village	9	1	Yes	0	1	1	0	0	0	1	3	4	
	Improved bike storage and e-bike hire facilities	6	1	Yes	0	1	-1	-1	2	1	0	2	3	Bike storage is feasible, e-bike provision is not under the LN Programme
	Buildouts at the Temple Inn Lane entrance to the village	6		Yes	0	2	1	-2	1	2	2	6	6	
	Provision of benches and other furniture in the Goldney Way area	3	1	Yes	0	1	1	0	1	2	1	6	7	
	8	231											6	

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?	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	Technical Score	Total Score	Comments
Zone 3	Controlled crossing on A37 to the South of the Village	64	3	Yes	-1	2	0	-1	1	3	0	4	7	
	Formalisation of path between the Cameley Surgery area towards the north of the village	61	3	Yes	0	2	0	0	1	3	0	6	9	
	Speed cameras at southern end of the village and along central section of the village	42	3	Yes	1	2	-2	0	1	-1	0	1	4	
	Formalisation of path between north-east and south of the village	41	3	Yes	0	2	0	0	1	3	0	6	9	
	Reduced speed limit of 30mph through Temple Bridge	37	3	Yes	0	2	1	-2	1	2	2	6	9	
	Link Temple Cloud to Temple Bridge to help facilitate a circular route and better connectivity	27	2	Yes	0	2	0	0	1	3	0	6	8	
	Improvements to carriageway surfacing along the A37 through the village of Temple Cloud	20	2	Yes	0	2	2	0	0	3	-1	6	8	
	Parklets and other street furniture in green space near to Cameley Surgery	7	1	Yes	0	1	1	0	1	2	1	6	7	
	Community gateway at the southern entrance to the village	5	1	Yes	0	1	2	2	0	0	0	5	6	
	Modal filter along the one-way section opposite Gillet's Hill Lane	3	1	Yes	2	2	0	-1	3	-2	0	4	5	
	0	307											7	

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?	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	Technical Score	Total Score	Comments
	Improvements to existing footpath between Temple Cloud and Clutton	81	3	No	0	2	2	0	0	3	-1	6	0	Outside of the original boundary
	New cycle route along the old railway line which runs to the east side of Temple Cloud	76	3	No	0	2	0	-2	2	2	0	4	0	Not currently feasible, as it is through private land.
Zone 4	Wayfinding signage highlighting the route between Temple Cloud and Clutton	22	2	Yes	0	1	1	-2	1	1	0	2	4	
	Provision of benches and furniture along the route between Temple Cloud and Clutton	21	2	Yes	0	1	1	0	1	2	0	5	7	
	0	200											3	

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

Figure 6 - Zone 4 interventions and scores

3.7 Zone 5 - Interventions and scores

Area	Intervention proposed by residents	Number of votes	Weighting of votes	Is the intervention feasible?	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	Technical Score	Total Score	Comments
Zone 5	Widening and resurfacing of pavement along the A37	81	3	Yes	-1	3	1	0	1	3	0	7	0	Outside the scope of the LN Programme. widening is covered in the item about linking Temple Cloud to Temple Bridge
	New segregated cycleway for road section between Temple Cloud and Temple Bridge	43	3	No	0	2	0	-2	2	2	0	4	0	Outside of the original boundary
	0	124											0	

Figure 7 - Zone 5 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 'Integrated into other programmes', 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), or another capital works programme.

'Integrated into other programmes' items have therefore not been carried forward to the summary table.

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
Controlled crossing between St Barnabas' Church and the Temple Inn	Between £50k - £100k	Between 3 – 6 months	In scope
Raised crossings along Temple Inn near Meadway	Between £100 - £250k	Between 3 – 6 months	In scope
Provision of street lighting along footpath to St Barnabas' Church and Brandown Close	Less than £50k	Between 3 – 6 months	In scope
Benches and other street furniture in the area behind Temple Inn Lane	Less than £50k	Less than 3 months	In scope
Parklets and street furniture in the area just north of Paulwood Road	Less than £50k	Less than 3 months	In scope

4.3 Zone 2 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Provision of benches and other furniture around Temple Cloud playing field	Less than £50k	Less than 3 months	In scope
30 mph speed limit on Temple Inn Lane	Less than £50k	Less than 3 months	Integrated into other programmes
Continuous crossing on Temple Inn Lane	Between £100 - £250k	Between 3 – 6 months	In scope
Buildouts at the Temple Inn Lane entrance to the village	Between £50k - £100k	Between 3 – 6 months	In scope
Provision of benches and other furniture in the Goldney Way area	Less than £50k	Between 3 – 6 months	In scope

4.4 Zone 3 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Controlled crossing on A37 to the South of the Village	Between £50k - £100k	Between 3 – 6 months	In scope
Formalisation of path between the Cameley Surgery area towards the north of the village	Between £100 - £250k	Between 3 – 6 months	In scope
Formalisation of path between north-east and south of the village	Between £100 - £250k	Between 3 – 6 months	In scope
Reduced speed limit of 30mph through Temple Bridge	Less than £50k	Less than 3 months	In scope
Link Temple Cloud to Temple Bridge to help facilitate a circular route and better connectivity	Less than £50k	Less than 3 months	In scope
Improvements to carriageway surfacing along the A37	Between £50k - £100k	Between 3 – 6 months	Integrated into other programmes
Parklets and other street furniture in green space near to Cameley Surgery	Less than £50k	Less than 3 months	In scope
Community gateway at the southern entrance to the village	Less than £50k	Less than 3 months	In scope
Modal filter along the one-way section opposite Gillet's Hill Lane	Between £50k - £100k	Between 3 – 6 months	In scope

4.5 Zone 4 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Wayfinding signage highlighting the route between Temple Cloud and Clutton	Less than £50k	Less than 3 months	In scope
Provision of benches and furniture along the route between Temple Cloud and Clutton	Less than £50k	Less than 3 months	In 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
Benches and other street furniture in the area behind Temple Inn Lane	Less than £50k	Less than 3 months	No	16
Parklets and street furniture in the area just north of Paulwood Road	Less than £50k	Less than 3 months	No	11
Provision of benches and other furniture around Temple Cloud playing field	Less than £50k	Less than 3 months	No	70
Wayfinding signage highlighting the route between Temple Cloud and Clutton	Less than £50k	Less than 3 months	No	22
Provision of benches and furniture along the route between Temple Cloud and Clutton	Less than £50k	Less than 3 months	No	21
Reduced speed limit of 30mph through Temple Bridge	Less than £50k	Less than 3 months	Yes	37
Link Temple Cloud to Temple Bridge to help facilitate a circular route and better connectivity	Less than £50k	Less than 3 months	No	27
Parklets and other street furniture in green space near to Cameley Surgery	Less than £50k	Less than 3 months	No	7
Community gateway at the southern entrance to the village	Less than £50k	Less than 3 months	No	5
Provision of benches and other furniture in the Goldney Way area	Less than £50k	Less than 3 months	No	3
Provision of street lighting along footpath to St Barnabas' Church and Brandown Close	Less than £50k	Between 3 – 6 months	No	55
Modal filter along the one-way section opposite Gillet's Hill Lane	Less than £50k	Between 3 – 6 months	Yes	3
Controlled crossing between St Barnabas' Church and the Temple Inn	Between £50k - £100k	Between 3 – 6 months	Yes	60
Buildouts at the Temple Inn Lane entrance to the village	Between £50k - £100k	Between 3 – 6 months	Yes	6
Controlled crossing on A37 to the South of the Village	Between £50k - £100k	Between 3 – 6 months	Yes	64
Raised crossings along Temple Inn near Meadway	Between £100 - £250k	Between 3 – 6 months	Yes	49
Continuous crossing on Temple Inn Lane	Between £100 - £250k	Between 3 – 6 months	Yes	12
Formalisation of path between the Cameley Surgery area towards the north of the village	Between £100 - £250k	Between 3 – 6 months	Yes	61
Formalisation of path between north-east and south of the village	Between £100 - £250k	Between 3 – 6 months	Yes	41
Total estimated cost	£1.9 million			

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 Temple Cloud at www.bathnes.gov.uk/yourLN. This includes a project timeline.

Appendix A Temple Cloud Exhibition Report