



**Superseded by final
recommendations in the Single
Member Decision Report**

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

Mount Road Outcome Report

Bath and North East Somerset Council

Project number: 60668625

6 September 2022

Quality information

Prepared by	Checked by	Verified by	Approved by
HP Graduate Consultant, Stakeholder Engagement, Consultation, and Communication	MK Principal Consultant, Stakeholder Engagement, Consultation, and Communication	SP Associate Director Stakeholder Engagement, Consultation, and Communication	VA-M Associate Director Stakeholder Engagement, Consultation, and Communication

Revision History

Revision	Revision date	Details	Authorized	Name	Position
1	29/09/2022	n/a	n/a	n/a	n/a
2	02/11/2022	n/a	n/a	n/a	n/a

Distribution List

# Hard Copies	PDF Required	Association / Company Name

Prepared for:

Bath and North East Somerset Council

Prepared by:

HP

Graduate Consultant, Stakeholder Engagement, Consultation, and Communication

AECOM Limited
3rd Floor, Portwall Place
Portwall Lane
Bristol BS1 6NA
United Kingdom

T: +44 117 901 7000
aecom.com

© 2022 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM Limited ("AECOM") for sole use of our client (the "Client") in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Table of Contents

1.	Introduction.....	5
2.	Previous engagement	6
	Policy development and initial engagement	6
	Co-design workshops	7
	Further engagement.....	7
3.	Co-design exhibition	8
	Zones	8
4.	Feedback responses	10
5.	Results	11
	Zone 1 – Mount Road shops & The Hollow	11
	Zone 2 – Centre of Mount Road	13
	Zone 3 – Roundhill Primary School	15
	Any other comments.....	17
6.	Conclusion and next steps	20
	Appendix A – Reminder Email Invitation, sent 19 August 2022	21
	Appendix B – Exhibition Information Boards	22
	Appendix C - Mount Road Feedback Form	33

Figures

Figure 1 Map showing Zones 1 to 5 of Mount Road (of which 1, 2, and 3 were included in the original application area)	10
Figure 2 Graph showing the measures selected for Zone 1 – Southlands	11
Figure 3 Graph showing the measures selected for Zone 2 – Centre of Mount Road	13
Figure 4 Graph showing the measures selected for Zone 3 – Roundhill Primary School	15

Tables

Table 1 Key themes from open-text question: 'Any other comments?'	17
---	----

1. Introduction

- 1.1 This report presents further outcomes from the co-design workshop for a Liveable Neighbourhood (LN) in Mount Road. 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 Mount Road.
- 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:
 - Mount Road** (Area 1)
 - Pulteney Estate area** (Area 2)
 - Whitchurch Village and Queen Charlton** (Area 3)
 - Lower Lansdown and the Circus** (Area 4)
 - Oldfield Lane and the Avenues** (Area 5)
 - London Road and Snow Hill area** (Area 6)
 - Church Street and Prior Park Road area** (Area 7)
 - Chelsea Road area** (Area 8)
 - Entry Hill, Bath** (Area 9)
 - Southlands Area, Weston** (Area 10)
 - Morris Lane and Bannerdown Road area** (Area 11)
 - New Sydney Place and Sydney Road** (Area 12)
 - Egerton Road and Cotswold Road area** (Area 13)
 - Temple Cloud** (Area 14)
 - Lyme Road and Charmouth Road area** (Area 15)
- 2.4 Residents in each area were asked to identify what is good about their area, what could be improved, and what measures could have a positive impact on the community.
- 2.5 A total of 1,684 responses were received across the 15 areas, with 42 responses related to Mount Road. 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 Mount Road can be found on the council's website here: www.bathnes.gov.uk/yourLN.

Further engagement

- 2.11 Alongside the co-design workshops, the LN team also worked closely with the charity Sustrans who promote enabling walking and cycling. Sustrans held a number of local engagement workshops and pop-up engagement events across the 15 LN areas as well as assisting and facilitating city-wide events to engage with youth and seldom-heard groups.
- 2.12 Sustrans also visited Roundhill Primary School, 31st Bath (St Barnabas) Scout Group, and Bath City Farm to engage with Southdown residents.
- 2.13 While visiting Bath City Farm, Sustrans spoke to a diverse group of residents including parents of young children, older people, people with physical disabilities, and volunteers of the therapeutic gardening club. Members of the public were invited to comment on their experience of travelling around the area, what their favourite areas are, and how they would like to use their streets.
- 2.14 Sustrans also spoke to students at Roundhill Primary School and Scouts of the 31st Bath (St Barnabas) Scout Group, where they asked them to show what they liked and disliked about their area, and what improvements they would like to see using post-it notes placed on large maps of the area.
- 2.15 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 Mount Road at a workshop exhibition. This held on Thursday 25 August in Southdown Methodist Church 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).
- 3.3 Those that had signed up to receive programme updates during the 2021 engagement and those that registered to take part in the co-design workshops were told about the exhibition by email. These groups were sent an initial email which provided the date, time, and location of the exhibition.
- 3.4 Closer to the date of the exhibition the same group were sent a reminder email, which also contained a link to both the workshop report and an online feedback form to fill in if they could not attend in person. A copy of the reminder invite email can be found in Appendix A.
- 3.5 At the co-design exhibition, members of the programme team were in attendance to guide visitors through the outcomes of the workshop and answer any questions.
- 3.6 Information boards were placed around the venue highlighting the measures that were discussed at the workshop and published in the workshop output report. There were also print-outs of the co-design workshop report, a document containing all types of measures (measures are also referred to as 'interventions' on the information boards used at the co-design exhibitions) and an area map. The reports and feedback forms were also provided in large print. A copy of the information boards can be found in Appendix B.
- 3.7 Attendees at the event were encouraged to complete a printed or online feedback form while viewing the boards, and to prioritise the measures they felt would most benefit the community. It was explained that the feedback would then be used to help draw up draft designs, focusing on the original application area submitted by ward councillors.
- 3.8 A postal address and QR code (directing people to the online form) were also made available should attendees wish to complete the feedback form at a later date.
- 3.9 In total, 37 members of the public attended the exhibition.

Zones

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

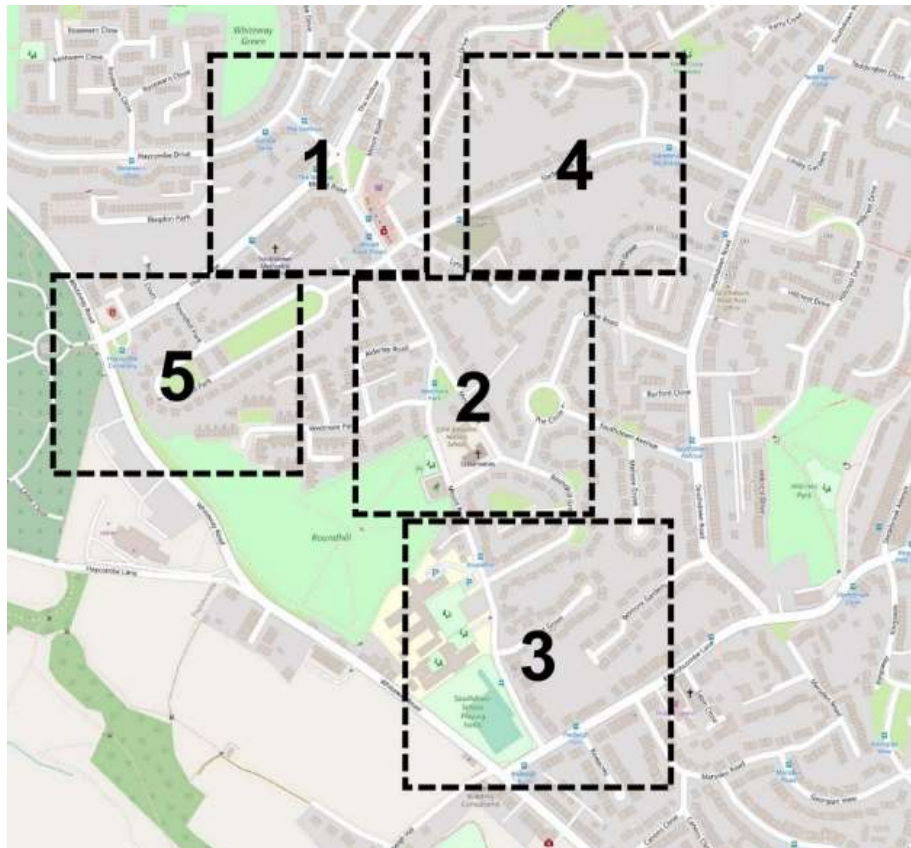
3.11 The zones are:

- **Zone 1:** Mount Road shops & The Hollow
- **Zone 2:** Centre of Mount Road
- **Zone 3:** Roundhill Primary School
- **Zone 4:** Sladebrook Road
- **Zone 5:** The Hollow/Whiteway Junction

4. Feedback responses

- 4.1 A total of 75 responses were received for the Mount Road co-design exhibition. Of the responses received, 68 were submitted via the online feedback forms, six were submitted via a paper form, and one response was submitted via the programme email inbox.
- 4.2 Zones 1, 2, and 3 were included in the original application area. Therefore, the suggested measures for those were proposed within the questions in the feedback form. There were three 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 4 and 5 were excluded from the feedback form process as they were not included within the original application area to become a LN. However, their inclusion in the co-design workshop output report helps give a view of the area as a whole.
- 4.4 A map of the zones for the whole area, including those within the original application area is shown in Figure 1.
- 4.5 A copy of the feedback form for Mount Road can be found in Appendix C.

Figure 1 Map showing Zones 1 to 5 of Mount Road (of which 1, 2, and 3 were included in the original application area)

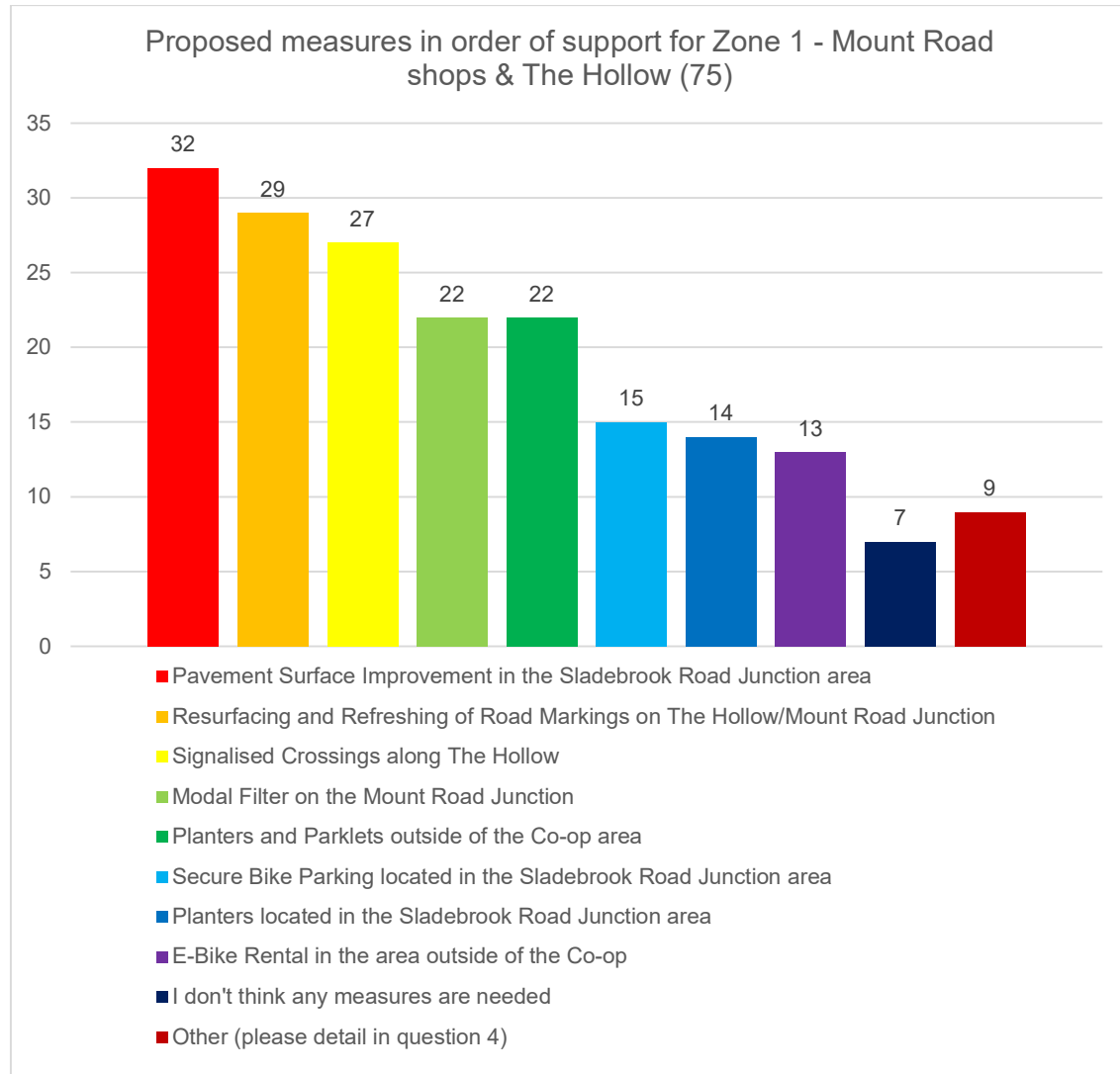


5. Results

Zone 1 – Mount Road shops & The Hollow

5.1 The first question related to Zone 1 – Mount Road shops & The Hollow. 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 – Southlands



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

- 32 selected pavement surface improvement in the Sladebrook Road junction area
- 29 selected resurfacing and refreshing of road markings on The Hollow/Mount Road junction
- 27 selected a signalised crossings along The Hollow

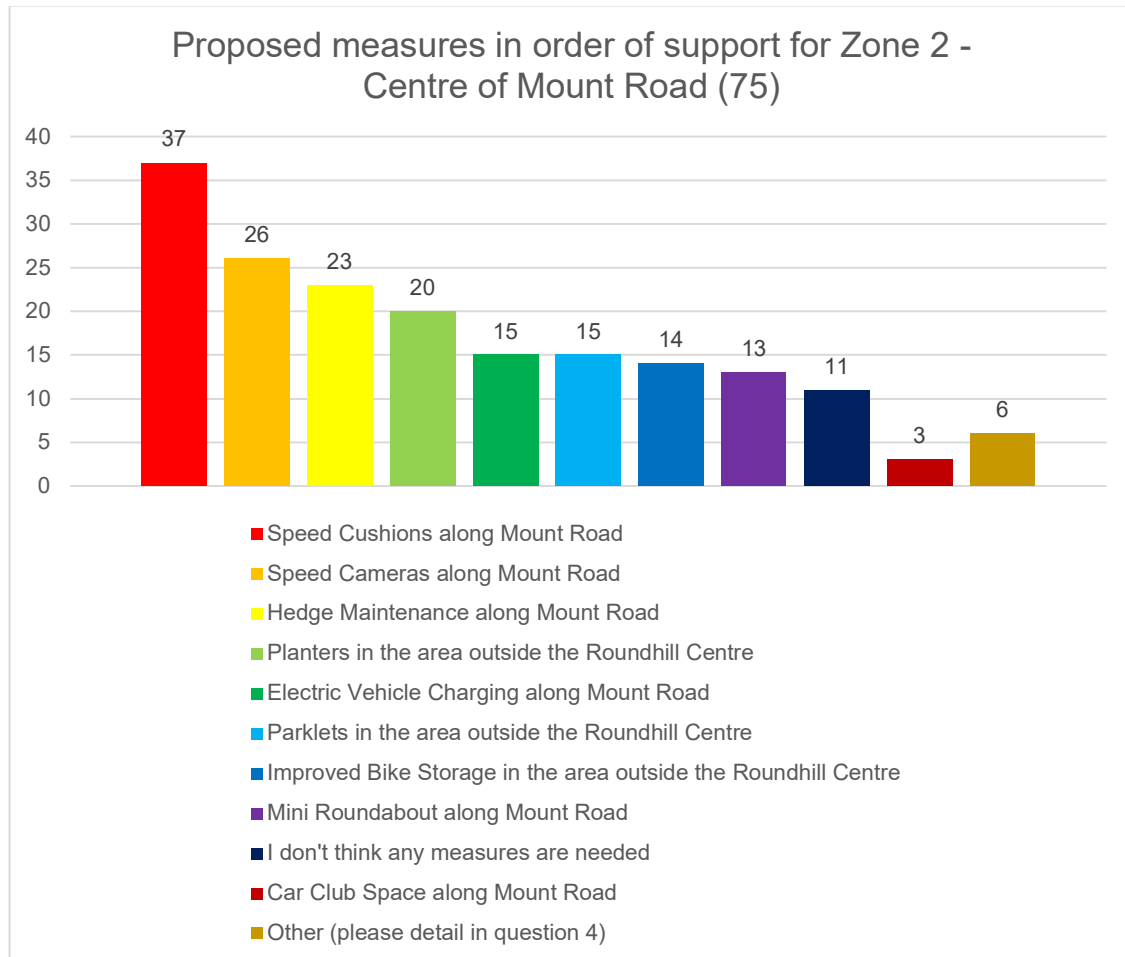
- 22 selected a modal filter on the Mount Road junction
- 22 selected planters and parklets outside of the Co-op
- 15 selected secure bike parking located in the Sladebrook Road junction area
- 14 selected planters in the Sladebrook Road junction area
- 13 selected e-bike hiring facilities outside of the Co-op
- Seven selected no measures needed
- Eight selected 'other' (please see 5.10-5.12)

5.3 Overall, pavement surface improvements in the Sladebrook Road junction area, resurfacing and refreshment of road markings on the Hollow/Mount Road, and signalised crossings along The Hollow were the most favoured measures for Zone 1 – Mount Road shops & The Hollow.

Zone 2 – Centre of Mount Road

5.4 The second question related to Zone 2 – Centre of Mount Road. 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 – Centre of Mount Road



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

- 37 selected speed cushions along Mount Road
- 26 selected speed cameras along Mount Road
- 23 selected hedge maintenance along Mount Road
- 20 selected planters outside the Roundhill Centre
- 15 selected electric vehicle (EV) charging along Mount Road
- 15 selected parklets outside the Roundhill Centre
- 14 selected improved bike storage outside the Roundhill Centre
- 13 selected a mini roundabout along Mount Road

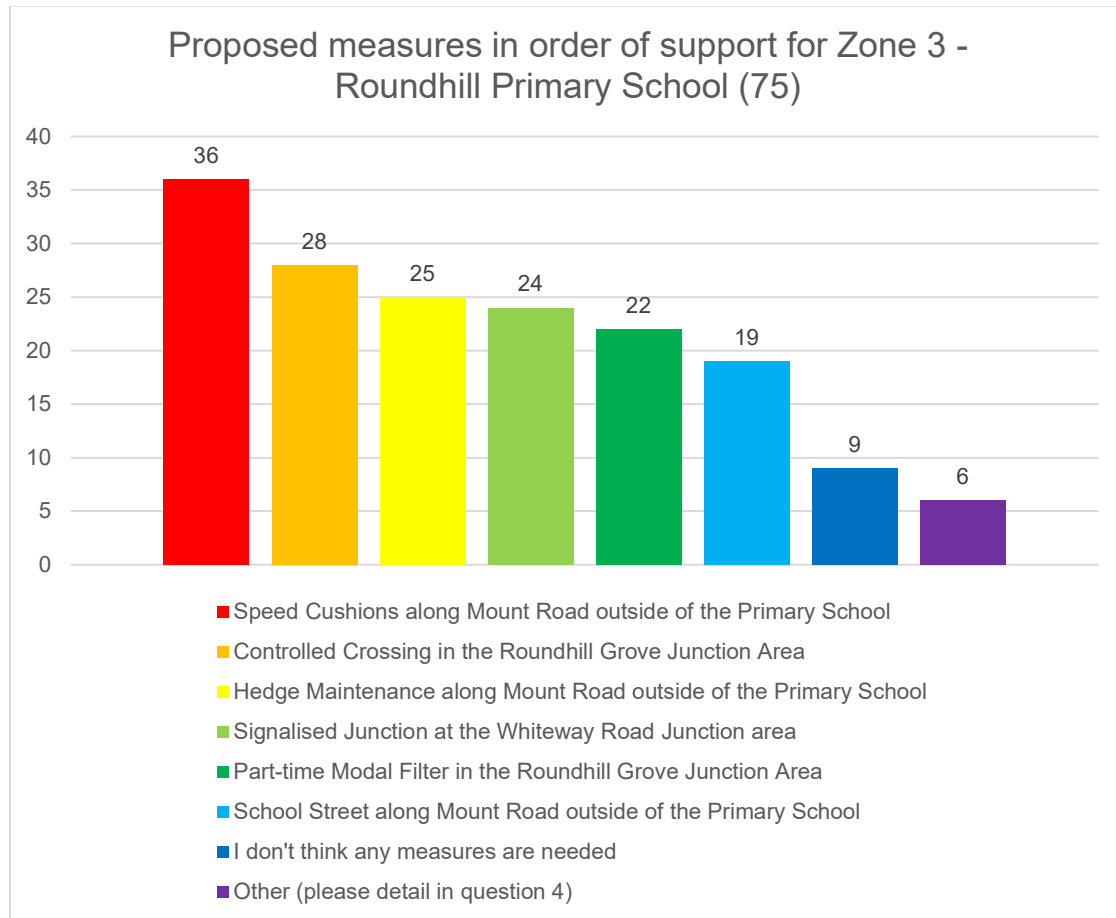
- 11 selected no measures needed
- Three selected car club spaces along Mount Road
- Five selected 'other' (see 5.10-5.12 below)

5.6 Overall, speed cushions along Mount Road, speed cameras along Mount Road, and hedge maintenance along Mount Road were the most favoured measures for Zone 2 – Centre of Mount Road.

Zone 3 – Roundhill Primary School

5.7 The third question related to Zone 3 – Roundhill 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 4 below.

Figure 4 Graph showing the measures selected for Zone 3 – Roundhill Primary School



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

- 38 selected speed cushions along Mount Road outside of the school
- 28 selected a controlled crossing in the Roundhill Grove junction area
- 25 selected hedge maintenance along Mount Road outside of the school
- 24 selected a signalised crossing at the Whiteway Road junction area
- 22 selected a part-time modal filter in the Roundhill Grove junction area
- 19 selected a school street along Mount Road outside of the school
- Nine selected no measures needed
- Five selected 'other' (please see 5.10-5.12)

- 5.6 It is noted that the part-time modal filter option was incorrectly included in this question. For transparency this has been shown in this report, and comments received in question 4 related to opposition of this have been recorded.
- 5.9 Overall, speed cushions along Mount Road outside of the school, controlled crossing in the Roundhill Grove junction area, and hedge maintenance along Mount Road outside of the school were the most favoured measures for Zone 3 – Roundhill Primary School.

Any other comments

5.10 The fourth 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.

5.11 Comments received related specifically to Zones 1, 2, and 3, as well as Englishcombe Lane, Whiteway Road, Mount Road, and The Hollow. Some comments were received in relation to the area as a whole or the scheme in general.

5.12 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 4. The frequency of themes is shown in brackets after the problem/solution identified.

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

Area	Identified Problems	Solutions/Measures
<i>Zone 1</i>	<ul style="list-style-type: none"> • Parking near to the shops reduces access to homes (1) • Speeding (1) • Pavement quality reduces the accessibility of the shops (1) • Modal filters would direct traffic to the mini roundabout which could increase the risk of accidents (1) • Planters may obstruct public transport (1) 	<ul style="list-style-type: none"> • Resurfacing of footpaths and pavements (3) • Traffic calming measures (1)
<i>Zone 2</i>		<ul style="list-style-type: none"> • Street art (1) • Parking close to the shops (1) • "T Junction" instead of a mini roundabout to reduce speeding (1) • Cycle lanes (1)
<i>Zone 3</i>	<ul style="list-style-type: none"> • Parking reduces visibility of roads and hazards (1) • Current parking restrictions between the school and Englishcombe Lane are wrong (1) • Dangerous traffic and lack of pedestrian crossings (1) 	<ul style="list-style-type: none"> • Speed cameras (2) • Parklets (1) • Speed calming measures (1) • Signalised pedestrian crossings (1) • "Portuguese" traffic lights to reduce speeding (1)

Area	Identified Problems	Solutions/Measures
<i>Mount Road</i>	<ul style="list-style-type: none"> • Opposition to modal filter and closed streets (2) • Speeding (1) • No measures needed (1) 	<ul style="list-style-type: none"> • One-way system (2) • Lower speed limits (1) • E-bike hiring facilities (1) • Traffic calming measures (1) • Maintenance of greenery and public spaces (1)
<i>Englishcombe Lane/Whiteway Road</i>	<ul style="list-style-type: none"> • Current yellow box causes confusion for right-of-way (1) 	<ul style="list-style-type: none"> • Mini roundabout (1)
<i>The Hollow</i>	<ul style="list-style-type: none"> • Speeding (1) 	
<i>Whiteway Road</i>	<ul style="list-style-type: none"> • Signalised junctions could result in congestion (1) 	
<i>Area (as a whole)</i>	<ul style="list-style-type: none"> • Opposition to modal filters and closed streets (3) • Speeding (1) • Concerns that measures could reduce pavement space (1) • Concerns for the displacement of traffic (1) • Difficulty of cycling due to gradients of hills (1) • Cuts to bus services increase the reliance on motor vehicles (1) • Litter (1) • Pavement quality reduces the accessibility of shops (1) • Further traffic data is needed to understand all the potential options (1) • No measures needed (1) • Lack of maintenance of greenery reduces desire for planters (1) 	<ul style="list-style-type: none"> • Improved bus infrastructure and services (2) • Focus on cycling (1) • E-bike hiring facilities (1) • Restrictions on electric scooters (1) • Speed cushions (1) • ANPR cameras (1) • Traffic calming measures (1) • Weight-limit restrictions on vehicles (1) • Restrictions on delivery drivers (1) • CCTV cameras (1) • Community police presence to enforce restrictions (1) • Police and traffic warden presence (1) • Spaces for young people (1) • Planters and social spaces including seating (1) • Maintenance of greenery and public spaces (1) • Additional rubbish bins (1) • Zebra crossings used sparingly (1)

Area	Identified Problems	Solutions/Measures
		<ul style="list-style-type: none"> • Bollards to enforce pavement parking restrictions (1) • Parking restrictions (1) • Widening of footpaths and pavements (1) • Resurfacing of footpaths and pavements (1) • Discouragement of car use (1)
<i>General</i>	<ul style="list-style-type: none"> • Further traffic data needed to understand all potential options (1) • Criticism of the engagement process (1) • E-bike user safety concerns (1) 	<ul style="list-style-type: none"> • Measures to reduce speeding (1)

6. Conclusion and next steps

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

Zone 1 – Mount Road shops & The Hollow

1. Pavement surface improvements in the Sladebrook Road junction area
2. Resurfacing and refreshment of road markings on The Hollow/Mount Road
3. Signalised crossings along The Hollow

Zone 2 – Centre of Mount Road

1. Speed cushions along Mount Road
2. Speed cameras along Mount Road
3. Hedge maintenance along Mount Road

Zone 3 –Roundhill Primary School

1. Speed cushions outside of the school
2. Controlled crossing in the Roundhill Grove junction area
3. Hedge maintenance outside of the school

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

Appendix A – Reminder Email Invitation, sent 19 August 2022

Sent: 19 August 2022 15:49

From: liveableneighbourhoods@bathnes.gov.uk

Subject: Liveable Neighbourhoods – Invitation to co-design exhibition Mount Road area, Southdown

Hello,

As a reminder, the co-design exhibition for Mount Road area, Southlands is taking place **Thursday 25th August between 4pm and 8pm at Southdown Methodist Church** (The Hollow, Bath BA2 1NJ).

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 Thursday 8th 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.



Community 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 Mount Road area.

What is good about the area?:

- 34 said 'close to shops and services'
- 24 said 'good public transport links'
- 15 said 'strong community spirit'

What issues are experienced?:

- 35 said 'speeding traffic'
- 30 said 'through traffic'
- 24 said 'school run traffic'
- 22 said 'parking'
- 18 said 'pavement parking'
- 12 said 'not enough space for wheeling, walking, or cycling'

What measures could improve the area?:

- 25 said 'a restriction on through traffic or HGVs'
- 21 said 'new pedestrian crossings'
- 15 said 'new or wider footways'
- 14 said 'new or improved cycle lanes'
- 10 said 'trees, planting and spaces to sit'



Co-design Workshop

The workshop took place in Odd Down Sports Ground on the 23rd 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 22 people (29 registered), along with representatives from AECOM and B&NES Council. Attendees were split into four groups, on four tables.



Sustrans Workshops

In addition to the co-design workshop, Sustrans also undertook a youth engagement with a Scouts group on the 13th June 2022 and with students at Roundhill Primary School on the 6th July 2022 to get the input from younger people in the area. They also ran a workshop with residents of the area at Bath City Farm on the 29th June 2022.

The workshops had a similar format to the co-design workshop. At the Bath City Farm workshop, Sustrans officers engaged with a group of residents, including parents of young children, older people, people with physical disabilities, and some volunteers of the therapeutic gardening club.

At the youth engagements, 11 scouts and 60 primary school children participated in the workshops to identify areas and streets that they liked or disliked. They also mapped out their regular routes and gave ideas for improvements in the area.



Exercise 1 What people said they liked about Mount Road

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



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



Close access to shops.



Local school and nursery.



Local community farm located just to the north of Mount Road, which could offer opportunities for local events e.g. food markets etc. around the shops.



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 connected with the school run and around the doctor's surgery.



Some areas have hedges which are not regularly maintained, or the poor placement of trees, which is restricting accessibility, especially on pavements.



The top of Mount Road around the shops, isn't viewed as being friendly or inviting.



A lack of public green spaces along Mount Road and Sledbrook Road which could encourage social interaction.

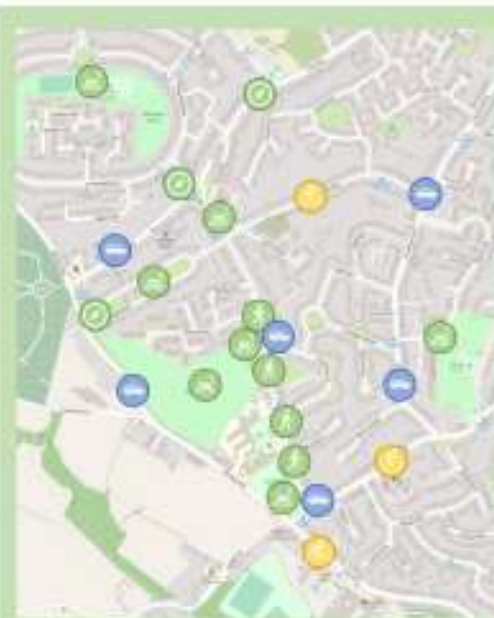


There are some great areas to go for a walk, but there are limited spaces to cross busy roads and limited opportunity to walk through housing estates in some places.



Exercise 3 What people said are the 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.



Sleep hills around Mount Road and poor road surfacing is seen as a big barrier to cycling.



There is not enough local signage which could encourage people to walk around the neighbourhood.



A lack of outdoor seating which could encourage more active travel.



Narrow pavements on Mount Road, plus badly placed trees inhibit people walking or wheeling their journey, particularly with children.



There are concerns from people living on the main roads that traffic could be displaced from residential streets back on to the main road network and associated issues with noise and poor air quality.



Interventions

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

Better Allocation of Road Space	Better Cycle Infrastructure	Improved Public Space
 Pedestrian Priority Crossing 	 Cycle Lane  Cycle Parking  Signalised Junction	 Planters and Greenery  Wayfinding  Community Spaces: <ul style="list-style-type: none"> • Seating • Parklets • Public Art
Traffic Interventions	Additional Themes identified at workshops	
 Parking Restrictions  Modal Filter	 Maintenance: <ul style="list-style-type: none"> • Resurfacing • Cut Vegetation 	
 Signalised Junction  Narrow Junction Widths  One Way Street  Traffic Calming Measures  Additional Parking Space  Speed Restrictions  Camera	 Walking Bus  Enforcement  EV Charging Measures  Car Club Spaces  Behaviour Change	

What is a Modal Filter?

A modal filter is a vehicle restriction such as a droppable bollard, gate, or planter which stops through-traffic but allows pedestrians, wheelchair users and cyclists to pass through. Residents and service vehicles will be able to access the street but will be restricted from passing through the filter with a vehicle.

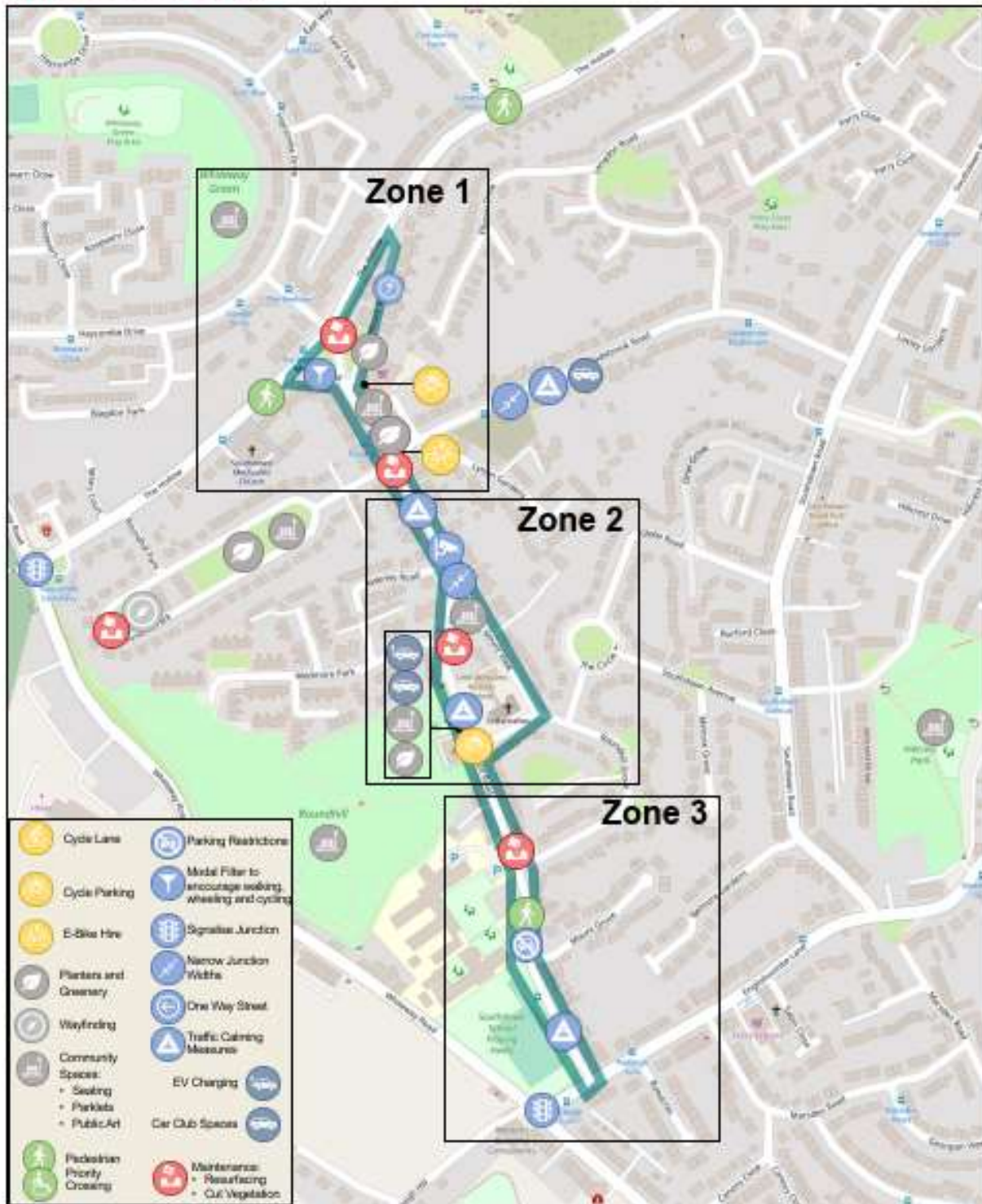
Some parking may be lost to enable turning and motorists may have to take different routes. Emergency access is maintained. Filters can be designed to work at certain times or at all times.



Source: Cycling Embassy

Mount Road Ideas

Here is a map of the Mount Road area split into three zones, 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.



Area outside Co-op



Planters and parklets to revitalise local space and allow businesses to expand into the space along the pavement.



Area at Sladebrook Road Junction



Planters and greenery to help improve the look and feel of the area



© Google Maps 2022

Area outside Co-op



E-Bike Rental to encourage active travel modes.



Area at Sladebrook Road Junction



Secure bike parking to help with storage and encourage local active travel



© Google Maps 2022

Modal filter on Mount road junction arm



Potential installation of Modal filter at junction with The Hollow will remove through traffic along this section of Mount Road and encourage drivers to use the roundabout entrance.



The modal filter in combination with a one way system will reduce through traffic using Mount Road as a through route. This area can be reclaimed and used as a community space.

Area at Sladebrook Road Junction



Improving the surface of the pavements would make it easier for people to move around the area.

The Hollow/Mount Road Junction



Resurfacing and refresh the white-lining of the mini-roundabout to make it better and safer for road users.

Zone 2

Here is a summary of the ideas for Zone 2.



	Cycle Lane		Parking Restrictions
	Cycle Parking		Modal Filter to encourage walking, wheeling and cycling
	E-Bike Hire		Signalise Junction
	Planters and Greenery		Narrow Junction Widths
	Wayfinding		One Way Street
	Community Spaces: • Seating • Parklets • Public Art		Traffic Calming Measures
	Pedestrian Priority Crossing		EV Charging
			Car Club Spaces
			Maintenance: • Resurfacing • Cut Vegetation

Mini Roundabout

- Change design with mini roundabout to help reduce traffic speed.

Traffic calming along Mount road

- Install speed camera along straight section of Mount Road to deter speeding.
- Installation of speed cushions will reduce speeding from vehicles and allow buses to pass over without major interference.

Area outside Roundhill Centre

- Electric vehicle charging
- Car club space



Area outside Roundhill Centre

- Installation of a parklet to provide seating and encourage social interaction. This could also provide space for secure bike storage and public art.
- Installation of planters provide additional greenery to attract natural wildlife and improve local biodiversity.
- Potential for a "grow your own" scheme



© Google Maps 2023

Area at Mount Road

- Maintenance of hedges to allow space and make it easier for people to move around the area

Area outside Roundhill Centre

- Improve bike storage facilities at the Roundhill Centre to encourage active travel.

Zone 3

Here is a summary of the ideas for Zone 3.



	Cycle Lane		Parking Restrictions
	Cycle Parking		Modal Filter to encourage walking, wheeling and cycling
	E-Bike Hire		Signalise Junction
	Planters and Greenery		Narrow Junction Widths
	Wayfinding		One Way Street
	Community Spaces: • Seating • Parklets • Public Art		Traffic Calming Measures
	Pedestrian Priority Crossing		EV Charging
			Car Club Spaces
			Maintenance: • Resurfacing

Area outside school gates



Provision of school street along Mount road outside of the primary school. This will cut off the street during the morning, stopping through traffic past the school. This will allow children to safely access the school on foot, wheeling or by bike in the mornings and afternoons.



Installation of speed cushions to deter speeding on approach to school, from both directions.



Signalise Whiteway Road Junction with pedestrian phase

Introduce a signalised junction at the intersection of Whiteway Road, Englishcombe Lane and Padleigh Hill to encourage people to walk to school and make crossing the road safer.



Area at Mount Road

Maintenance of hedges to allow space and make it easier for people to move around the area.



© Google Maps 2022



© Google Maps 2022



© Google Maps 2022

Area at Roundhill Grove Junction



Provision of a controlled crossing at location of existing crossing point. This will act as a safe crossing for pedestrians as well as slowing down passing vehicles travelling past the school.



© Google Maps 2022

Share your feedback

We would like your feedback on the ideas presented here.

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

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

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

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

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



Appendix C - Mount Road Feedback Form

B&NES Liveable Neighbourhoods Co-design Exhibition: Mount Road

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 Mount Road Workshop Report [here](#).

We have split the original application area for Mount Road 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 four questions relating to Zones 1-3. 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 – Mount Road Shops & The Hollow

Please select up to **three** of the measures that you feel would **most benefit the community** in Zone 1 – Mount Road Shops & The Hollow:

- ☐ **E-Bike Rental** in the area outside of the Co-op
- ☐ **Secure Bike Parking** located in the Sladebrook Road Junction area
- ☐ **Planters and Parklets** outside of the Co-op area
- ☐ **Planters** located in the Sladebrook Road Junction area
- ☐ **Signalised Crossings** along The Hollow
- ☐ **Modal Filter** on the Mount Road Junction *(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 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.)*
- ☐ **Pavement Surface Improvement** in the Sladebrook Road Junction area

☐ **Resurfacing and Refreshing of Road Markings** on The Hollow/Mount Road Junction

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

☐ **Other** (please detail in question 4)

Zone 2 – Centre of Mount Road

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

☐ **Improved Bike Storage** in the area outside the Roundhill Centre

☐ **Parklets** in the area outside the Roundhill Centre

☐ **Planters** in the area outside the Roundhill Centre

☐ **Mini Roundabout** along Mount Road

☐ **Speed Cameras** along Mount Road

☐ **Speed Cushions** along Mount Road (*a speed cushion is a raised traffic calming device placed in the centre of a road lane e.g., a speed hump or a speed table*).

☐ **Electric Vehicle Charging** along Mount Road

☐ **Car Club Space** along Mount Road

☐ **Hedge Maintenance** along Mount Road

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

☐ **Other** (please detail in question 4)

Zone 3 – Roundhill Primary School

Please select up to **three** of the measures that you feel would **most benefit the community** in Zone 3 – Roundhill Primary School:

☐ **Controlled Crossing** in the Roundhill Grove Junction Area

☐ **School Street** along Mount Road outside of the Primary School (*a school street is a road outside of a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to school traffic and through traffic*).

☐ **Speed Cushions** along Mount Road outside of the Primary School (*a speed cushion is a raised traffic calming device placed in the centre of a road lane e.g., a speed hump or a speed table*).

☐ **Part-time Modal Filter** in the Roundhill Grove Junction Area (*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 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*).

☐ **Signalised Junction** at the Whiteway Road Junction area

☐ **Hedge Maintenance** along Mount Road outside of the Primary School

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

☐ **Other** (please detail in question 4)

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**.

HP
Graduate Consultant, Stakeholder Engagement, Consultation, and Communication
M: +44 **** *
E: xxx.xxx@aecom.com

AECOM Limited
3rd Floor, Portwall Place
Portwall Lane
Bristol BS1 6NA
United Kingdom

T: +44 117 901 7000
aecom.com