

**Superseded by final  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

# Recommendation Report

Liveable Neighbourhoods  
Mount Road

Bath & North East Somerset Council

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# 1. Introduction

This report presents an assessment of a range of measures to improve residential streets in the Mount Road area, put forward by local residents taking part in the Liveable Neighbourhoods programme.

## 1.1 Background

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

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

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

- You can learn more about the LN programme and read the workshop output report for Mount Road area [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 families. The exhibitions showcased their longlist of potential ideas in a series of boards covering several zones. Attendees were also asked to focus on the original application area and prioritise the ideas that they felt would most benefit the community.

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

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

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

## 2. Multi Criteria Assessment Framework

### 2.1 Methodology

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

The factors key to the Liveable Neighbourhoods approach are:

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

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

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

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

**Figure 1 – MCAF technical assessment factors and breakdown of criteria**

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

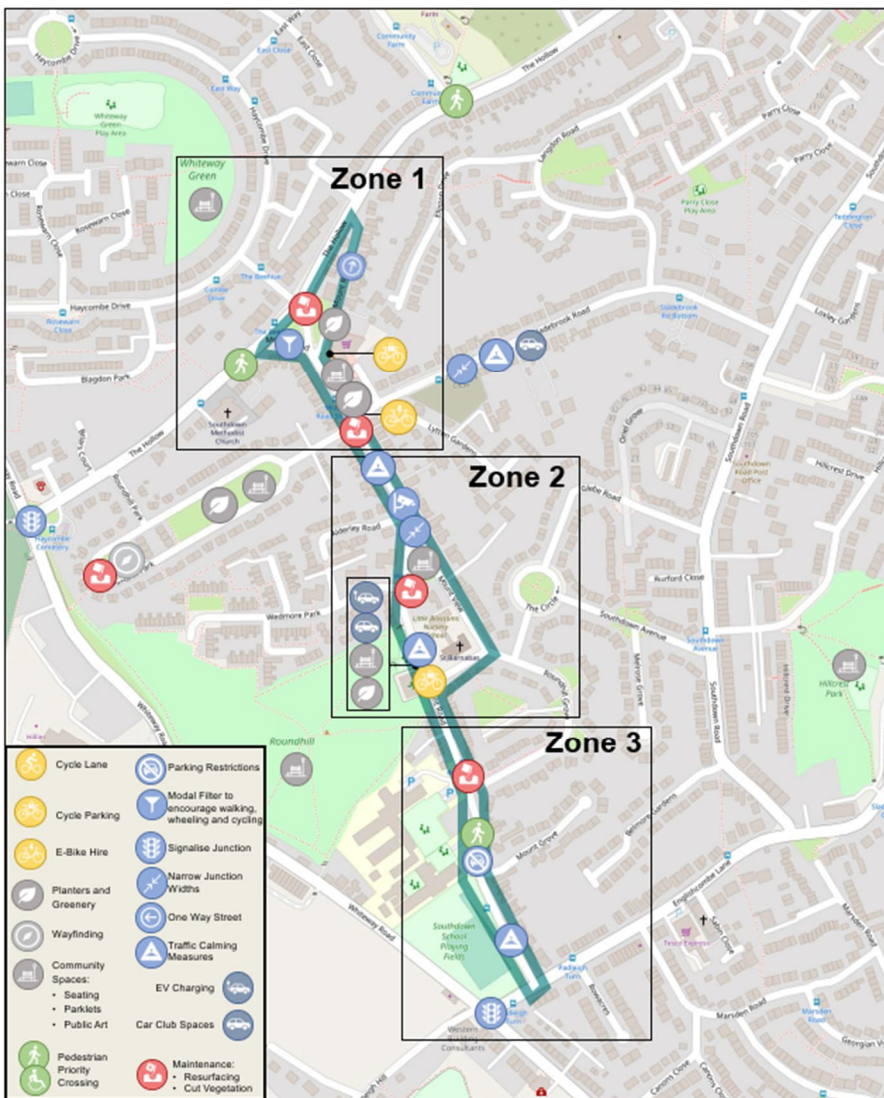
At this stage, each measure has been considered in isolation, but we recognise that there may be opportunities to group interventions in future.

The scores for the eligible zones and interventions for Mount Road area are outlined in the next section.

# 3. Output

## 3.1 The co-design workshop output

The measures identified at the co-design workshop were spread over seven zones presented below (Figure 2). The zones within the application area (Zones 1, 2 and 3) were then taken forward and presented to the community at the follow up exhibition, with residents having the opportunity to prioritise up to three choices to take forward in each zone. These results are shown in 3.3 to 3.5.



**Figure 2 - Co-Design workshop output**

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



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

## 3.2 Key points

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

- Zone 1 – there is scope to create additional value, by combining several interventions together, particularly in the area by the shops and greenspaces at the north end of Mount Road, where it adjoins The Hollow. This approach can be supported by the ‘Love Your High Street’ project. The interventions which could be combined are (these are coloured coded green in Figure 3):
  - The modal filter on The Hollow/Mount Road junction
  - Controlled crossings along The Hollow
  - Planters and parklets outside the Co-Op area
  - Secure bike parking
- Zone 2 – there are interventions which could be grouped to create additional value, and these are (these are coloured coded green in Figure 4):
  - Planters, parklets and bike storage at the Roundhill Centre
- Zone 3 – whilst it is noted that *speed cushions* have not been shortlisted, there is an opportunity to look at these as part of the *School Street* intervention. Below are the typical interventions which could be incorporated as part of a school street:
  - Bollards or restrictions to prohibit inappropriate parking
  - Public art to make the place more inviting
  - Additional seating to provide respite for those waiting to pick children up

### 3.3 Zone 1 - Interventions and scores

Area	Intervention proposed by residents	Number of votes	Weighting of votes	Is the intervention feasible?	Assessment Factors							Technical Score	Total Score	Comments
					1. Air quality & noise	2. Quality of Life, Safety and Health outcomes	3. Public realm	4. Local heritage	5. Reduction in car trips	6. Inclusion and accessibility	7. Environmental Biodiversity			
					-3 - significant impact to air quality/noise	-3 - significant impact to quality of life	-3 - significant impact to public realm	-3 - significant impact on local heritage	-3 - significant increase with car trips	-3 - significant impact with inclusion and accessibility	-3 - significant impact on biodiversity			
					-2 - noticeable change to air quality/noise	-2 - noticeable impact to quality of life	-2 - noticeable change to public realm	-2 - noticeable impact on local heritage	-2 - noticeable increase in car trips	-2 - noticeable impact with inclusion and accessibility	-2 - noticeable impact on biodiversity			
					-1 - minimal impact on air quality/noise	-1 - minimal impact to quality of life	-1 - minimal impact to public realm	-1 - minimal impact on local heritage	-1 - minimal increase in car trips	-1 - minimal impact with inclusion and accessibility	-1 - minimal impact on biodiversity			
					0 - no change to air quality	0 - no change to quality of life	0 - no change to public realm	0 - no impact on local heritage	0 - no reduction in car trips	0 - no improvement with inclusion/accessibility	0 - no change to local biodiversity			
					1 - minimal improvement to air quality/noise	1 - minimal improvement to quality of life	1 - minimal improvement to public realm	1 - minimal improvement on local heritage	1 - minimal reduction in car trips	1 - minimal improvement with inclusion and accessibility	1 - minimal improvement with biodiversity			
					2 - noticeable improvement to air quality/noise	2 - noticeable improvement to quality of life	2 - noticeable improvement to public realm	2 - noticeable improvement on local heritage	2 - noticeable reduction in car trips	2 - noticeable improvement with inclusion and accessibility	2 - noticeable improvement with biodiversity			
					3 - potential for significant improvement with air quality/noise	3 - potential for significant improvement to quality of life	3 - potential for significant improvement to public realm	3 - significant improvement on local heritage	3 - potential for significant reduction in car trips	3 - significant improvement with inclusion and accessibility	3 - significant improvement with biodiversity			
Zone 1	Pavements (footways) surface improvement in the Sladebrook Road junction area	32	3	Yes	0	2	2	0	0	3	0	7	10	
	Resurfacing and refreshing of road markings on The Hollow/Mount Road junction	29	3	Yes	1	1	1	0	0	1	0	4	7	
	Controlled crossings along The Hollow	27	3	Yes	-2	3	0	0	0	3	0	4	7	
	Modal filter on the The Hollow/Mount Road junction	22	3	Yes	3	2	0	0	3	-2	0	6	9	
	Planters and parklets outside of the co-op area	22	3	Yes	0	1	1	0	0	0	1	3	6	Could be looked at by the Love Your High Street project
	Secure bike parking located in the Sladebrook Road junction area	15	2	Yes	0	2	0	-1	1	2	0	4	6	
	Planters located in the Sladebrook Road junction area	14	2	Yes	0	1	1	0	0	0	1	3	5	
	E-bike rental in the area outside of the Co-op	13	2	No	0	1	-1	-1	2	3	0	4	0	Not feasible - provision outside scope of B&NES
8	174											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?	Assessment Factors							Technical Score	Total Score	Comments
					1. Air quality & noise	2. Quality of Life, Safety and Health outcomes	3. Public realm	4. Local heritage	5. Reduction in car trips	6. Inclusion and accessibility	7. Environmental Biodiversity			
					-3 - significant impact to air quality/noise	-3 - significant impact to quality of life	-3 - significant impact to public realm	-3 - significant impact on local heritage	-3 - significant increase with car trips	-3 - significant impact with inclusion and accessibility	-3 - significant impact on biodiversity			
					-2 - noticeable change to air quality/noise	-2 - noticeable impact to quality of life	-2 - noticeable change to public realm	-2 - noticeable impact on local heritage	-2 - noticeable increase in car trips	-2 - noticeable impact with inclusion and accessibility	-2 - noticeable impact on biodiversity			
					-1 - minimal impact on air quality/noise	-1 - minimal impact to quality of life	-1 - minimal impact to public realm	-1 - minimal impact on local heritage	-1 - minimal increase in car trips	-1 - minimal impact with inclusion and accessibility	-1 - minimal impact on biodiversity			
					0 - no change to air quality	0 - no change to quality of life	0 - no change to public realm	0 - no impact on local heritage	0 - no reduction in car trips	0 - no improvement with inclusion/accessibility	0 - no change to local biodiversity			
					1 - minimal improvement to air quality/noise	1 - minimal improvement to quality of life	1 - minimal improvement to public realm	1 - minimal improvement on local heritage	1 - minimal reduction in car trips	1 - minimal improvement with inclusion and accessibility	1 - minimal improvement with biodiversity			
					2 - noticeable improvement to air quality/noise	2 - noticeable improvement to quality of life	2 - noticeable improvement to public realm	2 - noticeable improvement on local heritage	2 - noticeable reduction in car trips	2 - noticeable improvement with inclusion and accessibility	2 - noticeable improvement with biodiversity			
					3 - potential for significant improvement with air quality/noise	3 - potential for significant improvement to quality of life	3 - potential for significant improvement to public realm	3 - significant improvement on local heritage	3 - potential for significant reduction in car trips	3 - significant improvement with inclusion and accessibility	3 - significant improvement with biodiversity			
Zone 2	Speed cushions along Mount Road	37	3	Yes	-1	2	-1	0	0	0	0	0	3	
	Speed cameras long Mount Road	26	3	Yes	1	2	-2	0	1	-1	0	1	4	The possible placement could impact on accessibility with pavements
	Hedge maintenance along Mount Road	23	3	Yes	0	2	2	0	0	3	-1	6	9	
	Planters in the area outside the Roundhill Centre	20	3	Yes	0	1	1	0	0	0	1	3	6	
	Electric vehicle charging along Mount Road	15	2	Yes	1	0	-2	0	0	1	0	0	2	Likely delivered as part of a wider delivery programme - EV charging points - as part of LN programme
	Parklets in the area outside the Roundhill Centre	15	2	Yes	0	1	1	0	1	2	1	6	8	
	Improved bike storage in the area outside the Roundhill Centre	14	2	Yes	0	2	0	-1	1	2	0	4	6	
	Mini roundabout along Mount Road	11	2	Yes	0	2	0	0	0	1	0	3	5	
	Car club space along Mount Road	3	1	Yes	0	1	0	0	1	1	0	3	4	Likely delivered as part of a wider delivery programme - EV charging points - as part of LN programme
	9	164											5	

Figure 4 - Zone 2 interventions and scores

### 3.5 Zone 3 - Interventions and scores

Area	Intervention proposed by residents	Number of votes	Weighting of votes	Is the intervention feasible?	Assessment Factors							Technical Score	Total Score	Comments
					1. Air quality & noise	2. Quality of Life, Safety and Health outcomes	3. Public realm	4. Local heritage	5. Reduction in car trips	6. Inclusion and accessibility	7. Environmental Biodiversity			
					-3 - significant impact to air quality/noise	-3 - significant impact to quality of life	-3 - significant impact to public realm	-3 - significant impact on local heritage	-3 - significant increase with car trips	-3 - significant impact with inclusion and accessibility	-3 - significant impact on biodiversity			
					-2 - noticeable change to air quality/noise	-2 - noticeable impact to quality of life	-2 - noticeable change to public realm	-2 - noticeable impact on local heritage	-2 - noticeable increase in car trips	-2 - noticeable impact with inclusion and accessibility	-2 - noticeable impact on biodiversity			
					-1 - minimal impact on air quality/noise	-1 - minimal impact to quality of life	-1 - minimal impact to public realm	-1 - minimal impact on local heritage	-1 - minimal increase in car trips	-1 - minimal impact with inclusion and accessibility	-1 - minimal impact on biodiversity			
					0 - no change to air quality	0 - no change to quality of life	0 - no change to public realm	0 - no impact on local heritage	0 - no reduction in car trips	0 - no improvement with inclusion/accessibility	0 - no change to local biodiversity			
					1 - minimal improvement to air quality/noise	1 - minimal improvement to quality of life	1 - minimal improvement to public realm	1 - minimal improvement on local heritage	1 - minimal reduction in car trips	1 - minimal improvement with inclusion and accessibility	1 - minimal improvement with biodiversity			
					2 - noticeable improvement to air quality/noise	2 - noticeable improvement to quality of life	2 - noticeable improvement to public realm	2 - noticeable improvement on local heritage	2 - noticeable reduction in car trips	2 - noticeable improvement with inclusion and accessibility	2 - noticeable improvement with biodiversity			
					3 - potential for significant improvement with air quality/noise	3 - potential for significant improvement to quality of life	3 - potential for significant improvement to public realm	3 - significant improvement on local heritage	3 - potential for significant reduction in car trips	3 - significant improvement with inclusion and accessibility	3 - significant improvement with biodiversity			
Zone 3	Speed cushions along Mount Road outside of the Primary School	36	3	Yes	-1	2	-1	0	0	0	0	0	3	
	Controlled crossing in the Roundhill Grove junction area	28	3	Yes	-1	3	0	-1	0	3	0	4	7	
	Hedge maintenance along Mount Road outside of the Primary school	25	2	Yes	0	2	2	0	0	3	-1	6	8	
	Controlled junction at the Whiteway Road junction area	24	2	Yes	-2	2	0	-1	0	3	0	2	4	
	School Street along Mount Road outside of the Primary School	19	2	Yes	3	3	0	0	3	0	0	9	11	
	5	132										7		

Figure 5 - Zone 3 interventions and scores

## 4. Shortlisting

### 4.1 Methodology

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

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

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

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

## 4.2 Zone 1 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Pavements (footways) surface improvement in the Sladebrook Road junction area	Between £50k - £100k	Less than 3 months	Integrated into other programmes
Resurfacing and refreshing of road markings on The Hollow/Mount Road junction	Between £50k - £100k	Less than 3 months	Integrated into other programmes
Modal filter on The Hollow/Mount Road junction	Less than £50k	Less than 3 months	In scope
Planters and parklets outside of the Co-Op area	Less than £50k	Less than 3 months	In scope
Controlled crossings along The Hollow	Between £100k - £250k	Between 6 – 12 months	In scope
Secure bike parking located in the Sladebrook Road junction area	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
Hedge maintenance along Mount Road	Less than £50k	Less than 3 months	Integrated into other programmes
Planters in the area outside the Roundhill Centre	Less than £50k	Less than 3 months	In scope
Parklets in the area outside the Roundhill Centre	Less than £50k	Less than 3 months	In scope
Improved bike storage in the area outside the Roundhill Centre	Less than £50k	Less than 3 months	In scope
Mini roundabout along Mount Road	Between £50k - £100k	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 in the Roundhill Grove junction area	Between £100k - £250k	Between 6 – 12 months	In scope
Hedge maintenance along Mount Road outside of the Primary school	Less than £50k	Less than 3 months	Integrated into other programmes
School Street along Mount Road outside of the Primary School	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
Modal filter on The Hollow/Mount Road junction	Less than £50k	Less than 3 months	Yes	22
Secure bike parking located in the Sladebrook Road junction area	Less than £50k	Less than 3 months	Yes	15
Planters and parklets outside of the Co-Op area	Less than £50k	Less than 3 months	No	22
Planters in the area outside the Roundhill Centre	Less than £50k	Less than 3 months	No	20
Parklets in the area outside the Roundhill Centre	Less than £50k	Less than 3 months	No	15
Improved bike storage in the area outside the Roundhill Centre	Less than £50k	Less than 3 months	No	14
School Street along Mount Road outside of the Primary School	Less than £50k	Less than 3 months	Yes	19
Mini roundabout along Mount Road	Between £50k - £100k	Between 3 – 6 months	Yes	11
Controlled crossings along The Hollow	Between £100k - £250k	Between 6 – 12 months	Yes	27
Controlled crossing in the Roundhill Grove junction area	Between £100k - £250k	Between 6 – 12 months	Yes	28
Total estimated cost	£950k			

## 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 the Mount Road area [here](#). This includes a project timeline.

# Appendix A Mount Road Exhibition Report