

Recommendation Report

Liveable Neighbourhoods
Lyme Road and Charmouth 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 of Lyme Road and Charmouth Road, 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 Lyme Road and Charmouth Road, extending outside the original application area to provide context.

- You can learn more about the LN programme and read the workshop output report for Lyme Road and Charmouth Road [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 Lyme Road and Charmouth Road 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 Lyme Road and Charmouth Road.

2. Multi Criteria Assessment Framework

2.1 Methodology

A Multi Criteria Assessment Framework (MCAF) is a means of using a standard scoring system that assesses items against an agreed set of criteria that can be applied consistently across a series of interventions to enable comparison. This enables the potential solutions put forward by residents in the co-design workshops – and that residents subsequently prioritised in the follow up exhibitions – to be assessed. The criteria 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 Lyme Road and Charmouth Road 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 (Zone 1) 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.

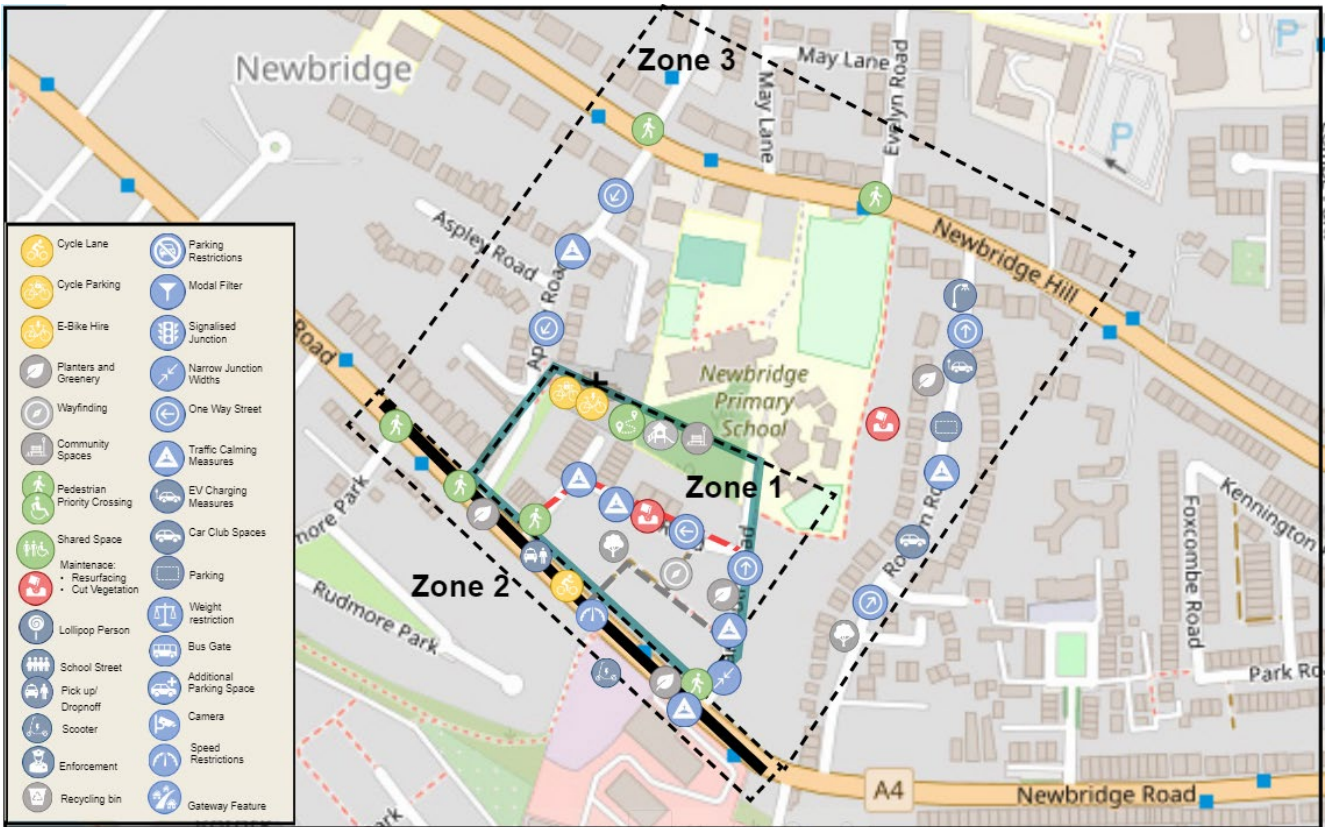


Figure 2 - Co-Design workshop output

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 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	Formalised one-way loop along Charmouth Road, Lyme Road and Lyme Gardens	11	3	Yes	-1	-1	0	-2	1	-2	0	-5	-2	
	Traffic calming measures along Charmouth Road, Lyme Road and Lyme Gardens	7	3	Yes	-1	2	1	-2	0	0	0	0	3	
	Continuous crossings at A4 junctions	6	3	No	0	2	1	1	2	2	0	8	0	Outside the boundary of the original application
	School street and the northern-most end of Charmouth Road	5	3	Yes	3	3	0	0	3	0	0	9	12	
	New access route into Newbridge Primary School	4	2	Yes	0	2	0	0	0	2	-1	3	5	
	Reduction in junction size at Charmouth Road/A4 junction	4	2	Yes	0	2	0	0	0	1	0	3	5	
	Secure bike parking in the area around Emmanuel Church	3	2	Yes	0	2	0	-1	1	2	0	4	6	
	Signage and wayfinding showing access from Lyme Road and A4/Newbridge Road	2	1	Yes	0	1	0	-2	1	1	0	1	2	
	Public footway maintenance within the area	2	1	Yes	0	2	2	0	0	3	0	7	8	
	Children's play area within Newbridge School's woodland	1	1	Yes	0	3	2	-1	0	3	0	7	8	
10		45										5		

Figure 3 - Zone 1 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 cannot be taken forward to the LN project, 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 not been carried forward to the summary table.

Whilst technical feasibility has also been assessed, the shortlist may 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
School street and the northern-most end of Charmouth Road	Less than £50k	Less than 3 months	In scope
New access route into Newbridge Primary School	Between £50k - £100k	Between 3 – 6 months	In scope
Reduction in junction size at Charmouth Road/A4 junction	Between £50k - £100k	Between 3 – 6 months	In scope
Secure bike parking in the area around Emmanuel Church	Less than £50k	Less than 3 months	In scope
Public footway maintenance within the area	Between £50k - £100k	Less than 3 months	Integrated into other programmes
Children's play area within Newbridge School's woodland	Between £100k - £250k	Between 3 – 6 months	Integrated into other programmes

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
School street and the northern-most end of Charmouth Road	Less than £50k	Less than 3 months	Yes	5
Secure bike parking in the area around Emmanuel Church	Less than £50k	Less than 3 months	No	3
New access route into Newbridge Primary School	Between £50k - £100k	Between 3 – 6 months	No	4
Reduction in junction size at Charmouth Road/A4 junction	Between £50k - £100k	Between 3 – 6 months	No	4
Total estimated cost	£300k			

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 Lyme Road and Charmouth Road [here](#). This includes a project timeline.

Appendix A Lyme Road and Charmouth Road Exhibition Report