



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

New Sydney Place and Sydney Road Outcome Report

Bath and North East Somerset Council

Project number: 60668625

19 October 2022

## Quality information

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# 1. Introduction

- 1.1 This report presents further outcomes from the co-design workshop for a Liveable Neighbourhood (LN) in New Sydney Place and Sydney 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 New Sydney Place and Sydney 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](http://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 LNs to progress in 2022/23.
- 2.3 The 15 LN areas to progress this year are:
  1. **Mount Road** (Area 1)
  2. **Pulteney Estate area** (Area 2)
  3. **Whitchurch Village and Queen Charlton** (Area 3)
  4. **Lower Lansdown and the Circus** (Area 4)
  5. **Oldfield Lane and the Avenues** (Area 5)
  6. **London Road and Snow Hill area** (Area 6)
  7. **Church Street and Prior Park Road area** (Area 7)
  8. **Chelsea Road area** (Area 8)
  9. **Entry Hill, Bath** (Area 9)
  10. **Southlands Area, Weston** (Area 10)
  11. **Morris Lane and Bannerdown Road area** (Area 11)
  12. **New Sydney Place and Sydney Road** (Area 12)
  13. **Egerton Road and Cotswold Road area** (Area 13)
  14. **Temple Cloud** (Area 14)
  15. **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 119 responses related to New Sydney Place and Sydney 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, and to suggest a range of measures to be explored further.
- 2.8 Members of the public who had responded to the engagement for that area were invited to register their interest in attending the workshop. The opportunity was also promoted on community posters 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 New Sydney Place and Sydney Road can be found at [www.bathnes.gov.uk/yourLN](http://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' Head of Partnerships facilitated a group discussion in three workshops as part of an online city-wide virtual event, and a Project Officer also attended an independent equality advisory group meeting to provide input in relation to equality and inclusion aspects of the LN programme.
- 2.13 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 New Sydney Place and Sydney Road at a workshop exhibition. This was held on Tuesday 27 September at St Mary's Church, between 4pm and 8pm. The exhibition for the Pulteney Estate area was also held at the same location on the same day.
- 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 Originally, the exhibition was to be held on Tuesday 13 September, however, following the passing of Her Majesty Queen Elizabeth II, this was postponed until after the funeral.
- 3.4 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.
- 3.5 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.
- 3.6 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.
- 3.7 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.
- 3.8 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.
- 3.9 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.
- 3.10 In total, 83 members of the public attended the exhibition. This represents the total number of attendees for both New Sydney Place and Sydney Road and the Pulteney Estate area exhibitions.



## Zones

3.11 Due to the size of New Sydney Place and Sydney Road, the materials were split into zones to make it easier for attendees to learn about and prioritise the suggested measures within them.

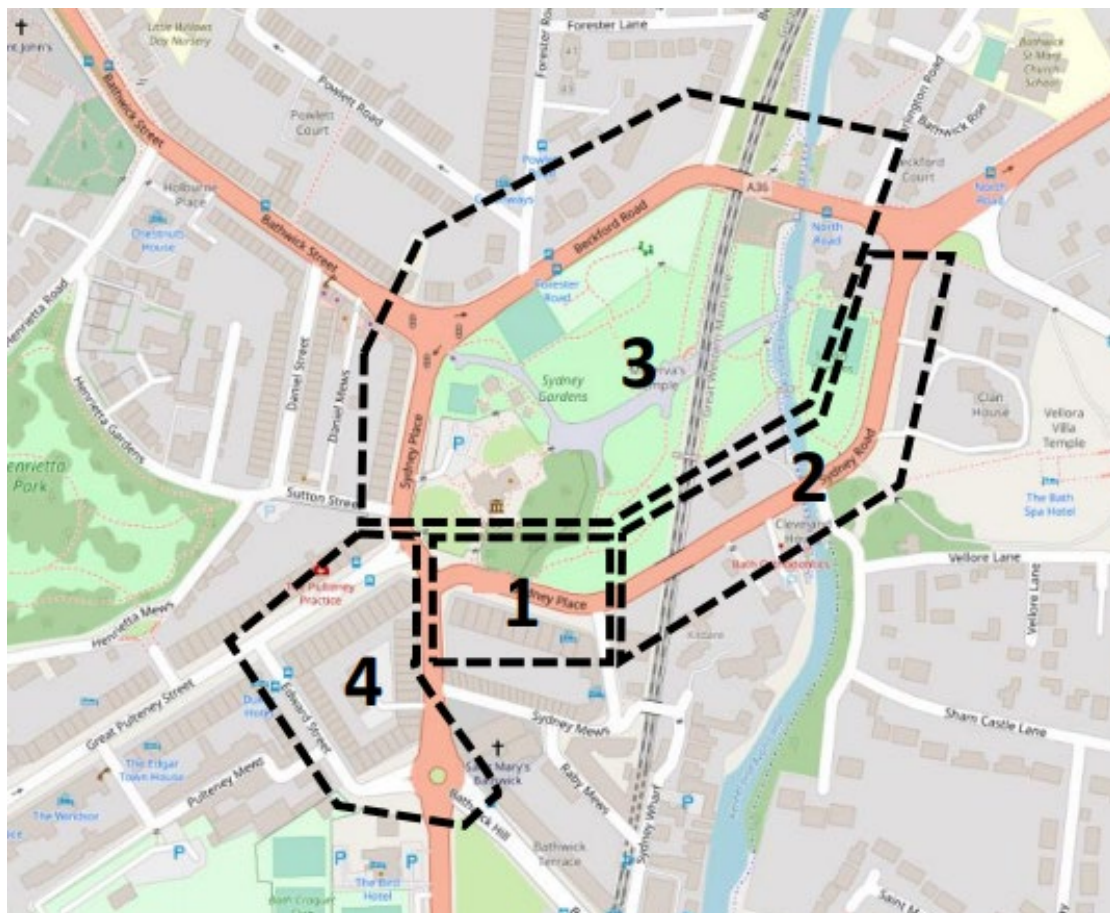
3.12 The zones are:

- **Zone 1:** New Sydney Place
- **Zone 2:** Sydney Road
- **Zone 3:** Sydney Gardens and the A36
- **Zone 4:** Great Pulteney Street and Pulteney Road Roundabout

## 4. Feedback responses

- 4.1 A total of 47 responses were received for New Sydney Place and Sydney Road co-design exhibition. 32 responses were submitted via the online feedback form, 11 via paper forms and four via free text email.
- 4.2 Zones 1 and 2 were included in the original application area. Therefore, the suggested measures for those areas were included within the questions in the feedback form. There were two multiple choice questions, one for each zone, as well as an open text box at the end for any additional comments. The ideas put forward for these areas are recorded in the workshop output report at [www.bathnes.gov.uk/yourLN](http://www.bathnes.gov.uk/yourLN).
- 4.3 Zones 3 and 4 were excluded from the feedback form process as they were not included within the original application area to become an 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 below.
- 4.5 A copy of the feedback form for New Sydney Place and Sydney Road can be found in Appendix C.

**Figure 1 Map showing Zones 1 to 4 of New Sydney Place and Sydney Road (of which 1 and 2 were included in the original application area)**

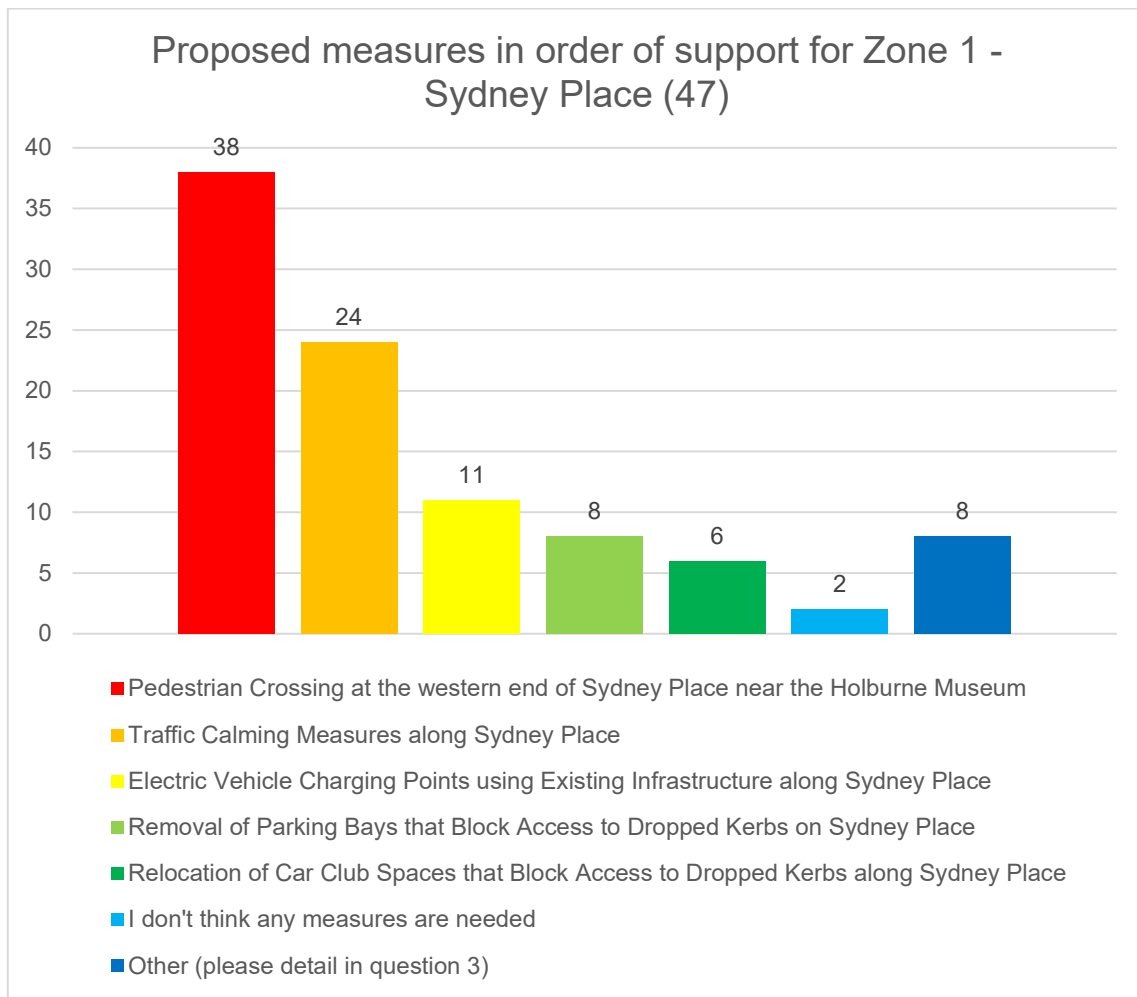


## 5. Results

### Zone 1 – New Sydney Place

5.1 The first question related to Zone 1 – New Sydney Place. It asked respondents to choose up to three 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 – New Sydney Place



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

- 38 selected pedestrian crossing at the western end of Sydney Place near the Holburne Museum
- 24 selected traffic calming measures along Sydney Place
- 11 selected electric vehicle charging points using existing infrastructure along Sydney Place
- Eight selected removal of parking bays that block access to dropped kerbs on Sydney Place

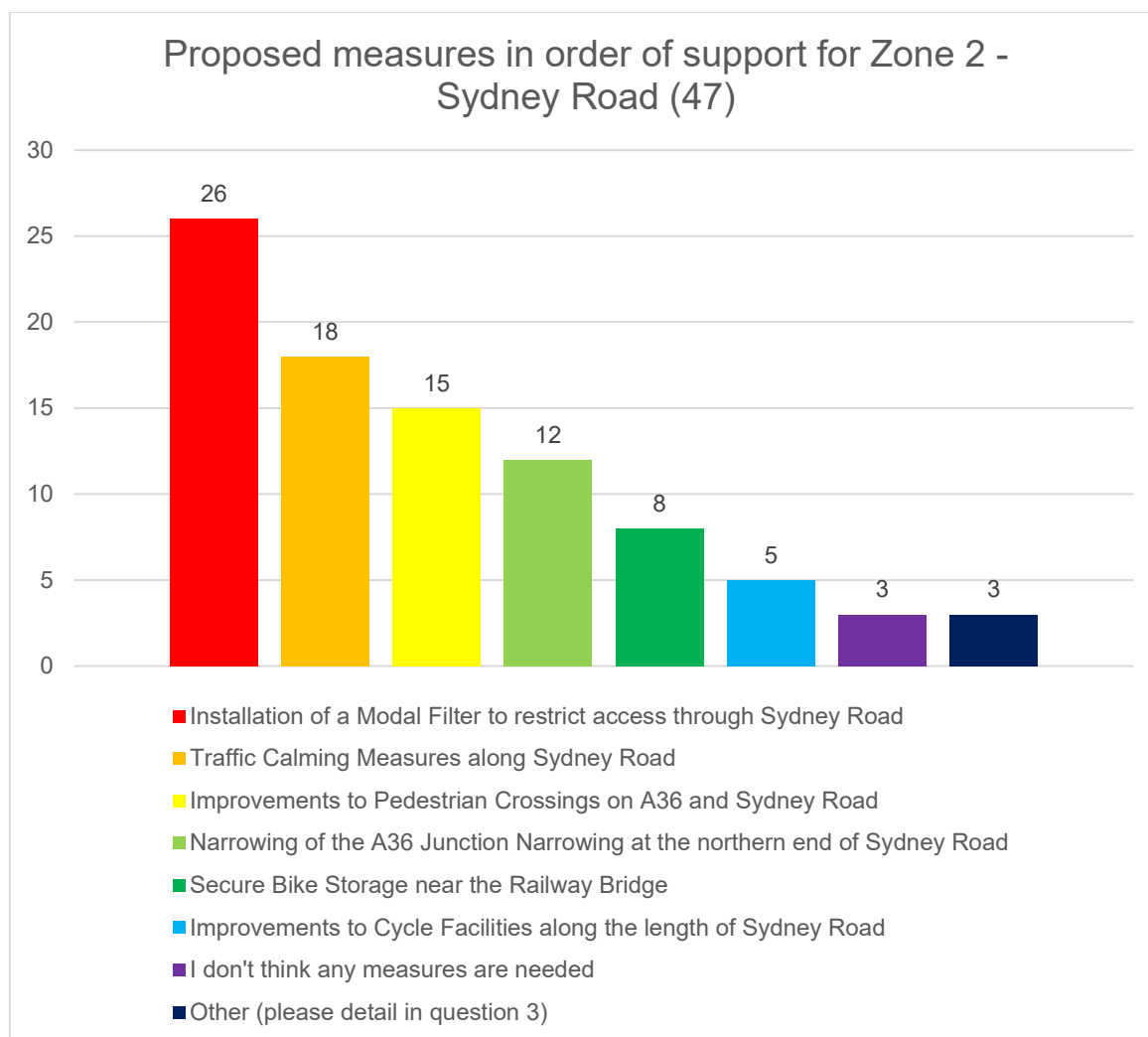
- Six selected relocation of car club spaces that block access to dropped kerbs along Sydney Place
- Two selected no measures needed
- Eight selected 'other' (please see 5.7-5.9 below)

5.3 Overall, a pedestrian crossing at the western end of Sydney Place, traffic calming measures along Sydney Place, and electric vehicle charging points along Sydney Place were the most favoured measures for Zone 1 – New Sydney Place.

## Zone 2 – Sydney Road

5.4 The second question related to Zone 2 – Sydney Road. It asked participants to choose up to three 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 – Sydney Road



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

- 26 selected the installation of a modal filter to restrict access through Sydney Road
- 18 selected traffic calming measures along Sydney Road
- 15 selected improvements to pedestrian crossings on A36 and Sydney Road
- 12 selected narrowing of the A36 junction narrowing at the northern end of Sydney Road
- Eight selected secure bike storage near the Railway Bridge
- Five selected improvements to cycle facilities along the length of Sydney Road

- Three selected no measures needed
- Three selected 'other' (please see 5.7-5.9 below)

5.6 Overall, a modal filter on Sydney Road, traffic calming measures along Sydney Road, and improvements to pedestrian crossings on A36 and Sydney Road were the most favoured measures for Zone 2 – Sydney Road.

## Any other comments

- 5.7 The third question gave 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.
- 5.8 Comments received related specifically to Zones 1 to 4 (including Zones 3 and 4, which are located outside of the original application area) as well as referencing Bathwick Hill. Some comments were received in relation to the area as a whole, or the scheme in general.
- 5.9 The comments received identified both problems within the area, as well as solutions or potential measures. Table 1 below shows the themes drawn from Question 3. The frequency of themes is shown in brackets after the problem/solution identified.

**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"> <li>• Unsafe for pedestrians (2)</li> <li>• Traffic pollution (1)</li> <li>• Concern for impact on HGVs (1)</li> <li>• No measures needed (1)</li> <li>• Unsafe crossings (1)</li> <li>• Opposition to pedestrian crossings (1)</li> <li>• Concern for heritage impact (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Improved cyclist crossings (1)</li> <li>• Modal filter (1)</li> <li>• Road restrictions (1)</li> </ul>
<i>Zone 2</i>	<ul style="list-style-type: none"> <li>• Traffic displacement (6)</li> <li>• Opposition to modal filter (3)</li> <li>• Speeding (3)</li> <li>• Opposition to road closures (2)</li> <li>• Unsafe for pedestrians (2)</li> <li>• Speed restrictions not enforced (1)</li> <li>• Improved signage (1)</li> <li>• Parking reduces visibility (1)</li> <li>• Traffic pollution (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Modal filter (4)</li> <li>• Traffic calming measures (2)</li> <li>• Traffic restrictions (2)</li> <li>• Continuous footways (1)</li> <li>• Pedestrian priority measures (1)</li> <li>• Road narrowing (1)</li> <li>• Speed bumps (1)</li> <li>• HGV restrictions (1)</li> <li>• Cycle lanes (1)</li> <li>• Chicanes and priority measures (1)</li> </ul>
<i>Zone 3</i>	<ul style="list-style-type: none"> <li>• Speeding (3)</li> <li>• Opposition to modal filter (1)</li> <li>• Traffic displacement (1)</li> <li>• Unsafe crossings (1)</li> <li>• Visibility (1)</li> <li>• Child safety (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian and cycling crossings (4)</li> <li>• Traffic island (1)</li> <li>• Repositioning of bus stop to improve visibility and pedestrian safety (1)</li> </ul>

Area	Identified Problems	Solutions/Measures
<i>Zone 4</i>		<ul style="list-style-type: none"> <li>• Pedestrian crossing next to the bus stop near Raby Place (1)</li> <li>• Relocation of bus shelter (1)</li> </ul>
<i>Bathwick Hill</i>	<ul style="list-style-type: none"> <li>• Rat-running (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce speed limit (2)</li> <li>• Speed cameras (1)</li> <li>• Radar speed signs (1)</li> </ul>
<i>Area</i>	<ul style="list-style-type: none"> <li>• Speeding (5)</li> <li>• Traffic displacement (2)</li> <li>• Pollution (2)</li> <li>• Through traffic (1)</li> <li>• Opposition to modal filter (1)</li> <li>• Unsafe junctions (1)</li> <li>• Rat-running (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Modal filter (11)</li> <li>• Pedestrian crossing (2)</li> <li>• Through traffic restrictions (2)</li> <li>• Direct traffic to use A36 (2)</li> <li>• Traffic calming measures (2)</li> <li>• Cycle lanes (1)</li> <li>• Improvements to junctions (1)</li> <li>• Continuous footways (1)</li> <li>• Secure cycle storage (1)</li> <li>• Car club spaces (1)</li> </ul>
<i>General</i>	<ul style="list-style-type: none"> <li>• Further information and traffic data needed (1)</li> <li>• Traffic displacement (1)</li> <li>• Concerns over enforcement (1)</li> <li>• Concerns over long-term maintenance (1)</li> <li>• Cumulative impact (1)</li> </ul>	<ul style="list-style-type: none"> <li>• General support for the project (1)</li> </ul>



## 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 New Sydney Place and Sydney Road:

### Zone 1 – New Sydney Place

1. A pedestrian crossing at the western end of Sydney Place
2. Traffic calming measures along Sydney Place
3. Electric vehicle charging points along Sydney Place

### Zone 2 – Sydney Road

1. A modal filter on Sydney Road
  2. Traffic calming measures along Sydney Road
  3. Improvements to pedestrian crossings on A36 and Sydney Road
- 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 23 September 2022

**From:** liveableneighbourhoods

**Sent:** 23 September 2022 16:33

**To:** liveableneighbourhoods <[liveableneighbourhoods@BATHNES.GOV.UK](mailto:liveableneighbourhoods@BATHNES.GOV.UK)>

**Subject:** Liveable Neighbourhoods – New Sydney Place and Sydney Road area Co-design Exhibition

Hello,

As a reminder, the co-design exhibition for New Sydney Place and Sydney Road area is taking place on **Tuesday 27<sup>th</sup> September between 4pm-8pm at St Mary's Church Hall** (Darlington Street, Bathwick, Bath BA2 4EB).

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](http://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 Tuesday 11<sup>th</sup> October**.

## 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](mailto: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).



### Co-design workshops (Spring 2022)

We held 15 workshops where residents discussed the issues they experienced in more detail, along with specific measures that could help, such as safer crossings and cycling routes, traffic-calming measures, wider pavements, and attractive outdoor spaces and seating. The ideas were captured on maps.



### Co-design exhibitions (Summer 2022)

We are holding 15 exhibitions to showcase all the ideas captured at the workshops. We are inviting those who attended the workshops to tell us which ideas they would prefer to see in a draft design, focusing on the original application area and the ideas that would most benefit their community.



### Draft design development (Autumn 2022)

Drawing on the feedback from the exhibitions, and the community's preferred measures for each area, we'll draw up draft designs for wider public engagement. In doing this we'll also consider costs, practicalities, and timelines.

### Draft design engagement (Autumn 2022)

We'll publish the draft designs and ask for feedback on the approach from residents and the wider public, including the key services, schools and community groups that might be impacted. Information will be published online and in print, including the draft design and the longer list of original ideas. We will hold local events and visit groups that we seldom hear from to ensure their views are captured.

# What you have told us

In December 2021, we invited people living and working in the 15 Liveable Neighbourhoods to tell us more about their area, the issues they experience and what they'd like

Below is a summary of what people said about the New Sydney Place and Sydney Road Area.

## What is good about the area?:

- 104 said 'close to shops and services'
- 53 said 'strong community spirit'
- 37 said 'good accessibility, such as walking, wheeling and cycling'

## What issues are experienced?:

- 98 said 'through traffic'
- 77 said 'speeding traffic'
- 56 said 'parking'
- 45 said 'HGV traffic'
- 42 said 'space for wheeling, walking or cycling'
- 36 said 'school run traffic'

## What measures could improve the area?:

- 97 said 'a restriction on through traffic or HGVs'
- 40 said 'better or more residents parking'
- 36 said 'new or wider footways'
- 28 said 'new pedestrian crossings'



# Co-design Workshop

The workshop took place in St Marys Church on the 13th of July.

Brief presentation / introduction

Exercises 1

Break

Exercise 2

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 28 people (70 people registered), along with representatives from AECOM and B&NES Council. Attendees were split into four groups, accommodating four tables.

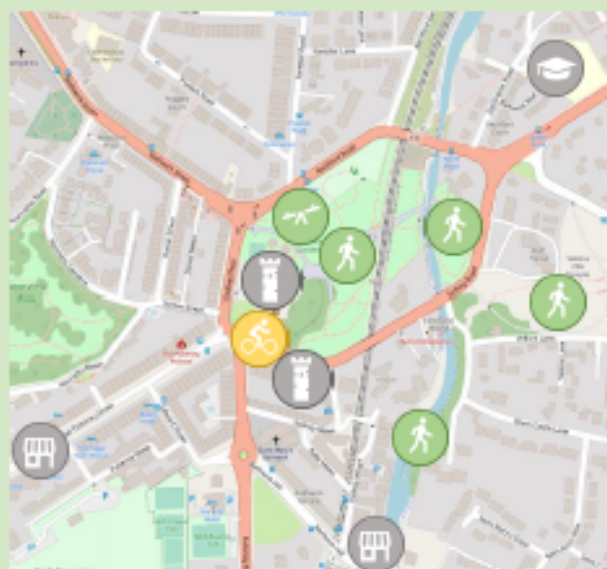
- Issues with speeding through-traffic is of great concern for the residents, with HGV restrictions often being ignored by drivers. These larger vehicles are having an adverse impact on the buildings along Sydney Place.
- Access for pedestrians to Sydney Gardens, the Holburne Museum and the canal walk is important for residents and visitors. The crossing points surrounding the areas could be improved to encourage more active travel and improve accessibility to the area.
- There are issues with driver's behaviour in the area, which include drivers undertaking banned movements from Sutton Street and Great Pulteney Street.





## What people said they liked about New Sydney Place and Sydney Road

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



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



Good access for cyclists.



Good proximity to shops and services.



Space for children to play.



Nearby primary school.



Buildings of historical and architectural significance.



## What people said could be nurtured

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



Limited opportunities to cross busy roads



Poor crossings and narrow footways provision which limits movements for those wheeling and walking.



Dangerous route for cyclists.



Speeding traffic along New Sydney Place and Sydney Road.



Pavement parking leaves limited space for people to walk or wheel on the footways.



HGV's ignoring the 7.5 tonne weight limit.



Poor lighting within Sydney gardens.



## What people said are their movement patterns

We asked each table to discuss and identify on a map typical 'movement' patterns i.e. where people travel, how they move and any barriers they have experienced.



Parking bays along Sydney Gardens are good but some block the access to dropped kerbs.



People cycle around the area but these routes can be dangerous due to volume and speed of traffic.



Lots of people walk to and around the area but there are issues with access across busy roads. Residents described Sydney Gardens as an 'island'.



# 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



Pedestrian Priority Crossing

## Better Cycle Infrastructure



Cycle Lane



Cycle Parking



Signalised Junction

## Improved Public Space



Planters and Greenery



Wayfinding



Community Spaces:

- Seating
- Parklets
- Public Art

## Traffic Interventions



Parking Restrictions



Modal Filter



Signalised Junction



Narrow Junction Widths



One Way Street



Traffic Calming Measures



Additional Parking Space



Speed Restrictions



Camera

## Additional Themes identified at workshops



Maintenance:

- Resurfacing
- Cut Vegetation



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.

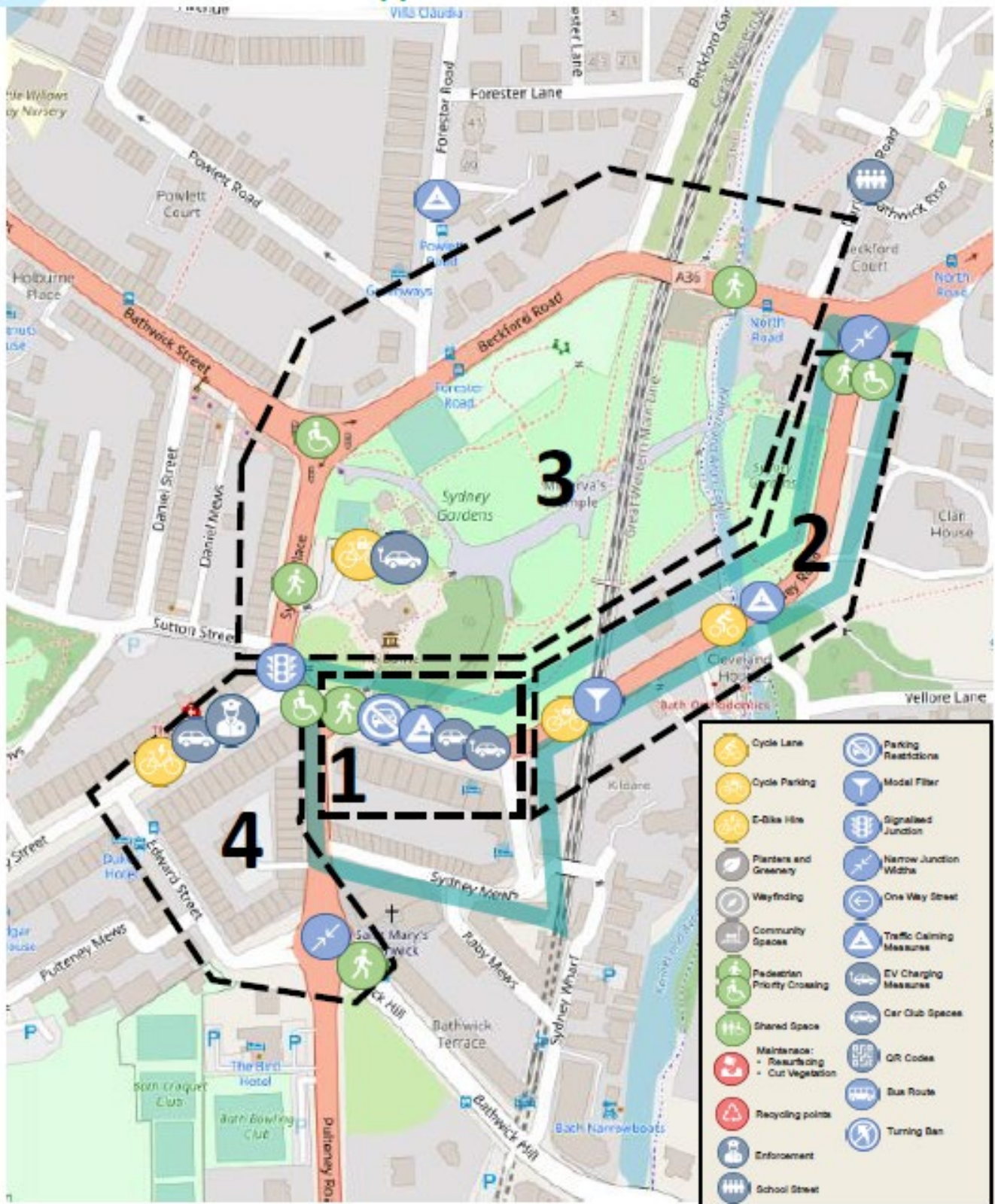


Source: Cycling Embassy



# New Sydney Place and Sydney Gardens Ideas

Here is a map of the New Sydney Place and Sydney Gardens area, with the original application area outlined in blue. We have captured ideas for improvements inside and outside of the application area.





# Zone 1

Here is a summary of the ideas for Zone 1.



## Electric vehicle charging

Electric vehicle charging points could be combined with existing street furniture such as lighting columns.



## Relocation of the car club space

The car club space currently blocks a dropped kerb which provides access to Sydney Gardens. Relocating the car club space would help to provide access to this dropped kerb.



## Parking restrictions

Removal of a short section of parking bays would help to ensure easier access to the dropped kerbs.



## Pedestrian crossing

Improved crossing provision at the western end of Sydney Place near the Holburne Museum to accommodate the large amount of foot traffic.



## Slowing vehicle speeds

Traffic calming along Sydney Place to reduce vehicle speeds and improve pedestrian and cyclist safety. Traffic calming measures should not result in increased vibrations which could damage the cellars of nearby buildings.



Sydney Place © Google Maps 2022



Dropped kerb blocked by parked car © Google Maps 2022



Sydney Place © Google Maps 2022

# Zone 2

Here is a summary of the ideas for Zone 2.



## Modal filter

Residents suggested the installation of either a removal bollard or a planter style modal filter to restrict through-traffic along Sydney Road, and prevent drivers from using the road to bypass traffic on the A36.



## Traffic calming

Installation of traffic calming measures would help to slow vehicle speeds.



## A36 junction narrowing

Reducing the junction width at the northern end of Sydney Road would help to reduce vehicle speeds and crossing distances.



## Improve pedestrian crossing

Residents suggested improving the crossing layout of the A36 / Sydney Road junction to make it easier for people walking and wheeling (the current arrangement requires pedestrians to use three crossing stages when travelling from east to west).



## Secure cycle storage

Secure bike storage near the railway bridge for residents and visitors.



## Cycle improvements

Provision of cycle facilities along the length of Sydney Road.



Sydney Road © Google Maps 2022



A36 Junction with Sydney Road © 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 - New Sydney Place and Sydney Road Feedback Form

## B&NES Liveable Neighbourhoods Co-design Exhibition: New Sydney Place and Sydney Road

Thank you for sharing your feedback. We'd like to get your opinion on which of the measures put forward by residents at the New Sydney Place and Sydney Road area workshop would most benefit the community. We will use this feedback to draw up draft designs, while considering costs, timelines, and practicalities.

Later in the autumn, we will ask residents and the wider public to share their views on the draft design, remaining open to any new ideas put forward.

There are three questions relating to Zone 1 and 2, as well as an open text box to share any additional comments. You do not need to answer every question.

You can view the ideas put forward for the original application boundary on our exhibition boards or in the co-design workshop report available online. Go to: [www.bathnes.gov.uk/yourLN](http://www.bathnes.gov.uk/yourLN) and choose your area from the list.

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](mailto:liveableneighbourhoods@bathnes.gov.uk)
- Post: Sustainable Communities, Bath and North East Somerset Council, Lewis House, Manvers Street, Bath, BA1 1JG

### **Zone 1 – New Sydney Place**

Please select up to **three** of the measures that you feel would **most benefit the community** in Zone 1 – New Sydney Place:

- ☐ **Pedestrian Crossing** at the western end of Sydney Place near the Holburne Museum
- ☐ **Traffic Calming Measures** along Sydney Place
- ☐ **Removal of Parking Bays that Block Access to Dropped Kerbs** on Sydney Place
- ☐ **Electric Vehicle Charging Points using Existing Infrastructure** along Sydney Place
- ☐ **Relocation of Car Club Spaces that Block Access to Dropped Kerbs** along Sydney Place
- ☐ **I don't think any measures are needed**
- ☐ **Other** (please detail in question 3)

### **Zone 2 – Sydney Road**

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

- ☐ **Improvements to Cycle Facilities** along the length of Sydney Road
- ☐ **Secure Bike Storage** near the Railway Bridge
- ☐ **Improvements to Pedestrian Crossings** on A36 and Sydney Road

- ☐ **Installation of a Modal Filter to restrict access** through Sydney Road (*a Modal Filter is a vehicle restriction such as a droppable bollard, gate, or planter which stops through traffic but allows pedestrians, wheelchair users, and cyclists to pass through. Residents and service vehicles will be able to access their street but will be restricted from passing the point where the modal filter is positioned. Emergency services access will be maintained. It should be noted that some parking may be lost to enable turning and it may be necessary for vehicles to take different routes. Filters can be designed to work at certain times of the day or at all times*).
- ☐ **Traffic Calming Measures** along Sydney Road
- ☐ **Narrowing of the A36 Junction Narrowing** at the northern end of Sydney Road
- ☐ **I don't think any measures are needed**
- ☐ **Other** (please detail in question 3)

### **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](mailto: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](mailto: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**.

KH  
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