

Recommendation Report

Liveable Neighbourhoods
New Sydney Place and Sydney 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 New Sydney Place and Sydney 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. They used large maps of the area, post-it notes and icons to indicate where certain measures could be introduced to help tackle those issues.

This exercise created a longlist of ideas to improve driving, parking, walking, cycling and public space (among others) in New Sydney Place and Sydney 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 New Sydney Place and Sydney 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 family. The exhibition showcased the workshop ideas in a series of boards covering several zones. Attendees were also asked to focus on the original application area and prioritise the ideas that they felt would most benefit the community.

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

Feedback from the exhibition enabled the council to compile a list of the most favoured measures for New Sydney Place and Sydney 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 New Sydney Place and Sydney 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 interventions put forward by residents in the co-design workshops – and that residents subsequently prioritised in the follow up exhibitions – to be assessed. The criteria to be used considers factors associated with the Liveable Neighbourhoods Programme and broader Council objectives. Scoring is based on a seven-point scale.

The factors key to the Liveable Neighbourhoods approach are:

- A reduction in air quality and noise
- An improvement in quality of life, safety and health outcomes
- An improved public realm
- Minimal impact on the local heritage
- A reduction in car trips
- An improvement in inclusion and accessibility
- Increased environmental biodiversity

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

- The popularity of the intervention (frequency it was voted for)
- How feasible it is to deliver

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

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

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

Figure 1 – MCAF assessment factors and breakdown of criteria

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

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

The scores for the eligible zones and interventions for New Sydney Place and Sydney 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 (Zones 1 and 2) were then taken forward and presented to the community at the follow up exhibition, with residents having the opportunity prioritise up to three choices to take forward in each zone. These results are shown in 3.3 to 3.4.

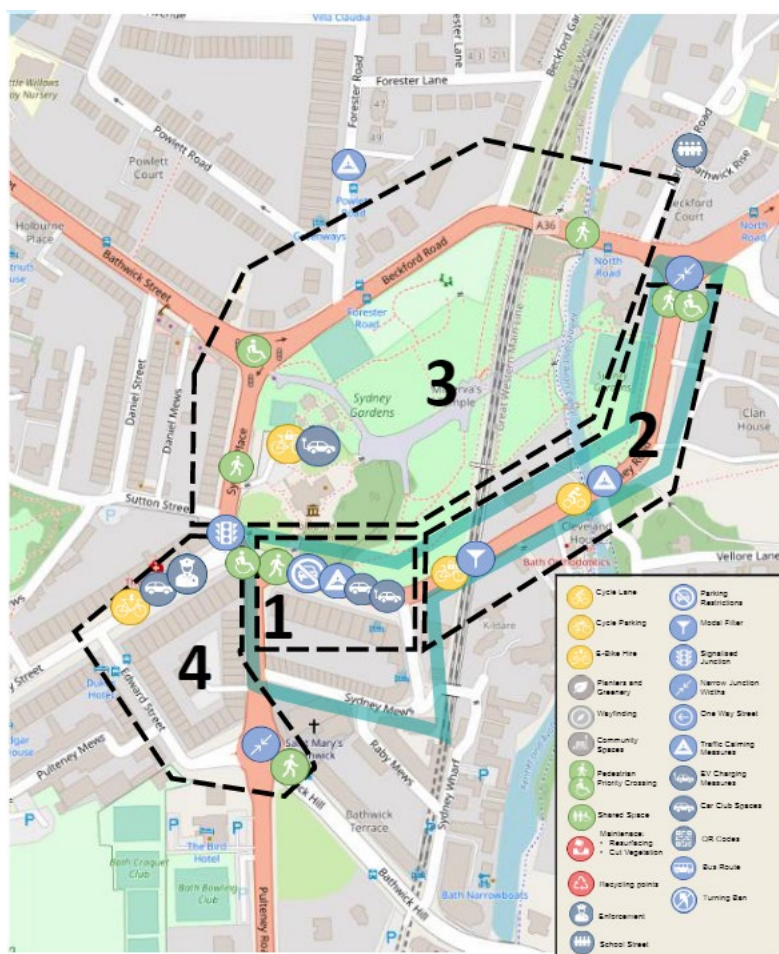


Figure 2 - Co-Design workshop output

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

3.2 Key points

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

- Zone 2

There is an opportunity to create added value by combining two of the interventions midway along Sydney Road and these are the modal filter and secure bike parking, which could create a new community space. These have been highlighted in green in Figure 4.

There is also an opportunity to combine two of the interventions on the Sydney Road/A36 junction, which are the improvements to the controlled crossings and narrowing of the junction, which would create additional space for pedestrians and make the area more comfortable for those walking, wheeling and cycling. These have been highlighted in blue in Figure 4.

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	Controlled crossing at the western end of Sydney Place near the Holburne Museum	38	3	Yes	-1	3	0	-1	1	3	0	5	8	
	traffic calming measures along Sydney Place	24	3	Yes	-1	2	1	-2	0	0	0	0	3	
	electric vehicle charging points using existing infrastructure along Sydney Place	11	3	Yes	1	0	-2	0	0	1	0	0	3	
	removal of parking bays that block access to dropped kerbs on Sydney Place	8	2	Yes	-2	2	0	0	0	3	0	3	5	
	relocation of car club spaces that block access to dropped kerbs along Sydney Place	6	2	Yes	-2	2	0	0	0	3	0	3	5	
5		87											5	

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	modal filter to restrict access through Sydney Road	26	3	Yes	2	2	0	-1	3	-2	0	4	7	
	improvements to controlled crossings on A36 and Sydney Road	15	3	Yes	-1	3	0	-1	1	3	0	5	8	
	narrowing of the A36 junction narrowing at the northern end of Sydney Road	12	3	Yes	0	2	1	0	0	1	0	4	7	
	secure bike storage near the Railway Bridge	8	2	Yes	0	2	0	-1	1	2	0	4	6	
	improvements to cycle facilities along the length of Sydney Road	5	2	Yes	0	2	0	-2	2	2	0	4	6	
	6	84											6	

Figure 4 - Zone 2 interventions and scores

4. Shortlisting

4.1 Methodology

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

Where a measure is identified as ‘Integrated into other programmes’, it will not be taken forward as part of the Liveable Neighbourhoods Programme but may be taken forward by a voluntary group or organisation or other council department (e.g., maintenance or enforcement items), or another capital works programme.

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

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

4.2 Zone 1 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Controlled crossing at the western end of Sydney Place near the Holburne Museum	Between £50k - £100k	Between 6 – 12 months	In scope
Removal of parking bays that block access to dropped kerbs on Sydney Place	Less than £50k	Less than 3 months	Integrated into other programmes
Relocation of car club spaces that block access to dropped kerbs along Sydney Place	Less than £50k	Less than 3 months	Integrated into other programmes

4.3 Zone 2 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Modal filter to restrict access through Sydney Road	Less than £50k	Less than 3 months	In scope
Improvements to controlled crossings on A36 and Sydney Road	Between £50k - £100k	Between 6 – 12 months	In scope
Narrowing of the A36 junction narrowing at the northern end of Sydney Road	Between £100k - £250k	Between 6 – 12 months	In scope
Secure bike storage near the Railway Bridge	Less than £50k	Less than 3 months	In scope
Improvements to cycle facilities along the length of Sydney Road	Between £100k - £250k	Between 3 – 6 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
Secure bike storage near the Railway Bridge	Less than £50k	Less than 3 months	Yes	8
Modal filter to restrict access through Sydney Road	Less than £50k	Less than 3 months	Yes	26
Improvements to cycle facilities along the length of Sydney Road	Between £100k - £250k	Between 3 – 6 months	Yes	5
Improvements to controlled crossings on A36 and Sydney Road	Between £50k - £100k	Between 6 – 12 months	Yes	15
Controlled crossing at the western end of Sydney Place near the Holburne Museum	Between £50k - £100k	Between 6 – 12 months	Yes	38
Narrowing of the A36 junction narrowing at the northern end of Sydney Road	Between £100k - £250k	Between 6 – 12 months	Yes	12
Total estimated cost	£800k			

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 New Sydney Place and Sydney Road at www.bathnes.gov.uk/yourLN. This includes a project timeline.

Appendix A New Sydney Place and Sydney Road Exhibition Report