

Recommendation Report

Liveable Neighbourhoods
Pulteney Estate Area

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 Pulteney Estate 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 Pulteney Estate 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 the Pulteney Estate 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 family. The exhibition 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 Pulteney Estate 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 Pulteney Estate 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 put forward by residents in the co-design workshops – and that residents subsequently prioritised in the follow up exhibitions – to be assessed. The criteria 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
- 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 the Pulteney Estate 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 six zones presented below (Figure 2). The zones within the application area (Zones 1 to 6) 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 3.8.

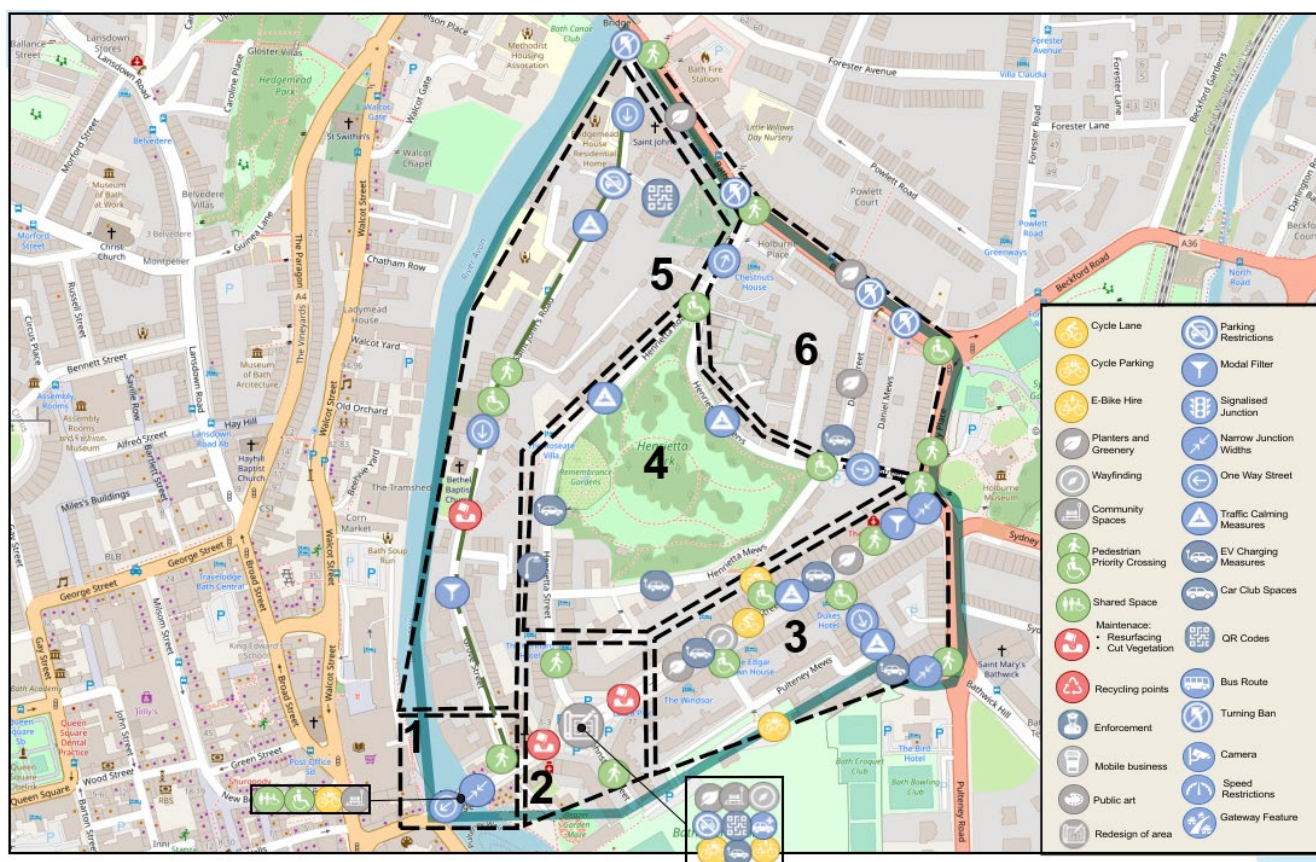


Figure 2 Co-Design workshop output

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, and these are highlighted below:

- Zone 1
 - There is an opportunity to create additional value for the neighbourhood and local businesses by coordinating a number of interventions together in a relatively small area, to create a new community space. This applies to the interventions listed below and should be taken into consideration when shortlisting the proposals
 - Widening footways along Pulteney Bridge
 - Road narrowing along Pulteney Bridge
 - Public space improvements along Pulteney Bridge
 - Make Pulteney Bridge a shared space

The measures above have been highlighted in green in Figure 4.

- Zone 3
 - The intervention proposing the redesign of Laura Place Fountain space is outside of the boundary of the original LNs application and has therefore been removed from the MCAF (highlighted in grey).
 - The intervention identifying the provision of e-bike facilities around Laura Place Fountain is outside of the scope of the Liveable Neighbourhoods Programme and has therefore been removed from the MCAF (highlighted in grey).
 - There is an opportunity to create additional value for the neighbourhood by coordinating a number of interventions together in a relatively small area, to create a new community space and reduce the amount of space taken up by motor vehicles. This applies to the interventions listed below and should be taken into consideration when shortlisting the proposals
 - Street furniture and greenery around Laura Place Fountain
 - Improved pedestrian access to Laura Place Fountain

The measures above have been highlighted in green in Figure 5.

- Zone 5
 - There is an opportunity to create additional value for the neighbourhood by coordinating a number of interventions together in a relatively small area. This applies to the interventions listed below and should be taken into consideration when shortlisting the proposals
 - Greenery and planters along Bathwick Street and Daniel Street
 - Improvements to controlled crossings and new controlled crossings along Bathwick Street, Beckford Road

All the measures above have been highlighted in green in Figure 8.

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	Widening footways along Pulteney Bridge	35	3	Yes	-1	3	1	0	1	3	0	7	10	
	Improve controlled crossing at Grove Street junction	22	3	Yes	-1	3	0	-1	0	3	0	4	7	
	Road narrowing along Pulteney Bridge	11	2	Yes	-1	3	1	0	1	3	0	7	9	
	Public space improvements along Pulteney Bridge	7	2	Yes	1	2	3	2	0	0	0	8	10	
	Make Pulteney Bridge a Shared Space	7	2	Yes	1	2	3	2	0	1	0	9	11	
	One-way street along Pulteney Bridge	7	2	Yes	-1	-1	0	-2	1	-2	0	-5	-3	
	Secure bike parking along Pulteney Bridge	4	1	Yes	0	2	0	-1	1	2	0	4	5	
7		93											7	

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	Redesign of Laura Place Fountain space	18	3	No	1	2	3	3	0	3	1	13	0	Outside the scope of the LN Programme
	Improved controlled crossings from Holburne Museum to Pulteney Bridge	16	3	Yes	-1	3	0	-1	0	3	0	4	7	
	Street furniture and greenery around Laura Place Fountain	13	3	Yes	1	2	3	3	0	3	2	14	17	
	Improved pedestrian access to Laura Place Fountain	12	3	Yes	-1	3	1	1	1	3	0	8	11	
	Maintenance of paved areas and markings	11	3	Yes	0	2	2	0	0	3	0	7	10	
	Residents parking around Laura Place Fountain	10	3	Yes	0	1	0	0	-1	2	0	2	5	
	Electric vehicle (EV) charging points	9	2	Yes	1	0	-2	0	0	1	0	0	2	
	Wayfinding to nearby attractions	9	2	Yes	0	1	1	-2	1	1	0	2	4	
	Reduction of pay-and-display parking within the Laura Place	9	2	Yes	0	1	0	0	-1	2	0	2	4	
	E-bike rental facilities around Laura Place Fountain	3	1	No	0	1	-1	-1	2	3	0	4	0	Not feasible - provision outside scope of B&NES
	Secure bike storage around Laura Place Fountain	3	1	Yes	0	2	0	-1	1	2	0	4	5	
	Visitor information via city QR codes	3	1	Yes	0	1	1	-2	1	1	0	2	3	
	Car club spaces	1	1	Yes	0	1	0	0	1	1	0	3	4	
13		117											6	

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	Plants and greenery along Great Pulteney Street	15	3	Yes	0	1	1	0	0	0	1	3	6	
	Enforcement of idling vehicles	13	3	Yes	0	2	2	1	1	-2	0	4	7	
	Controlled crossings on the A36	11	3	Yes	-1	3	0	-1	0	3	0	4	7	
	Electric vehicle (EV) charging point	10	3	Yes	1	0	-2	0	0	1	0	0	3	
	Modal filter at northeast end of Great Pulteney Street	9	3	Yes	2	2	0	-1	3	-2	0	4	7	
	Traffic calming measures along Great Pulteney Street	8	3	Yes	-1	2	1	-2	0	0	0	0	3	
	New controlled crossings along Great Pulteney Street	7	2	Yes	-1	3	0	-1	0	3	0	4	6	
	One-way system with traffic calming on Edward Street	7	2	Yes	-1	-1	0	-2	1	-2	0	-5	-3	
	Secure bike storage around local businesses	6	2	Yes	0	2	0	-1	1	2	0	4	6	
	Wayfinding to nearby attractions	6	2	Yes	0	1	1	-2	1	1	0	2	4	
	Narrowing of the Edward Street and A36 roundabout entrance	4	2	Yes	0	2	1	0	0	1	0	4	6	
	Car club spaces	4	2	Yes	0	1	0	0	1	1	0	3	5	
	Narrowing of junction for Great Pulteney Street with A36	4	2	Yes	0	2	1	0	0	1	0	4	6	
	Cycling signage and infrastructure along Great Pulteney Street	2	1	Yes	0	2	0	-2	2	2	0	4	5	
14		106											5	

Figure 5 - Zone 3 interventions and scores

3.6 Zone 4 - 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 4	Traffic calming measures along Henrietta Road and Henrietta Gardens	23	3	Yes	-1	2	1	-2	0	0	0	0	3	
	Improved junction crossing facilities round Henrietta Park	19	3	Yes	-1	3	0	-1	0	3	0	4	7	
	Electric vehicle (EV) charging points throughout the area	12	2	Yes	1	0	-2	0	0	1	0	0	2	
3		54											4	

Figure 6 - Zone 4 interventions and scores

3.7 Zone 5 - 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 5	Formalising the one-way system introduced during the Cleveland Bridge works	21	3	Yes	-1	-1	0	-2	1	-2	0	-5	-2	
	Footway maintenance along St Johns Road	21	3	Yes	0	2	2	0	0	3	0	7	10	
	Improved lighting along the footway connecting Henrietta Park to St Johns Road	13	3	Yes	0	2	0	0	0	2	-1	3	6	
	Traffic calming measures along Grove Street	12	3	Yes	-1	2	1	-2	0	0	0	0	3	
	Modal filter along Grove Street	11	2	Yes	2	2	0	-1	3	-2	0	4	6	
	Removal of parking bays where the road narrows	6	2	Yes	0	1	0	0	-1	2	0	2	4	
	Accessibility improvements from Bridgemoor House residential home to Pulteney Bridge	5	1	Yes	-1	3	1	0	1	3	0	7	8	
	Visitor information via city QR codes	3	1	Yes	0	1	1	-2	1	1	0	2	3	
8		92											5	

Figure 7 - Zone 5 interventions and scores

3.8 Zone 6 - 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 6	Greenery and planters along Bathwick Street and Daniel Street	17	3	Yes	0	1	1	0	0	0	1	3	6	
	Electric vehicle (EV) charging points along Sutton Street	15	3	Yes	1	0	-2	0	0	1	0	0	3	
	One-way system along Henrietta Road from Henrietta Gardens to Bathwick Street	15	3	Yes	-1	-1	0	-2	1	-2	0	-5	-2	
	New controlled crossings along Bathwick Street	13	2	Yes	-1	3	0	-1	0	3	0	4	6	
	Banning of left-turns throughout the area	13	2	Yes	-1	-1	0	-2	1	-2	0	-5	-3	
	One-way system along Sutton Street towards Bathwick Street	11	2	Yes	-1	-1	0	-2	1	-2	0	-5	-3	
	Improvements to controlled crossings along Bathwick Street and Beckford Road	9	2	Yes	-1	3	0	-1	0	3	0	4	6	
7		93											2	

Figure 8 - Zone 6 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), other service (e.g., police speed cameras) or another capital works programme.

‘Integrated into other programme’ 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
Widening footways along Pulteney Bridge	Over £250k	More than 12 months	In scope
Improve controlled crossing at Grove Street junction	Between £50k - £100k	3 – 6 months	In scope
Road narrowing along Pulteney Bridge	Over £250k	More than 12 months	In scope
Public space improvements along Pulteney Bridge	Over £250k	More than 12 months	In scope
Make Pulteney Bridge a Shared Space	Over £250k	More than 12 months	In scope

4.3 Zone 2 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Improved controlled crossings from Holburne Museum to Pulteney Bridge	Between £100k - £250k	Between 6 – 12 months	In scope
Street furniture and greenery around Laura Place Fountain	Between £100k - £250k	Between 6 – 12 months	In scope
Improved pedestrian access to Laura Place Fountain	Between £100k - £250k	Between 6 – 12 months	In scope
Maintenance of paved areas and markings	Less than £50k	Less than 3 months	Integrated into other programmes

4.4 Zone 3 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Plants and greenery along Great Pulteney Street	Less than £50k	Less than 3 months	In scope
Enforcement of idling vehicles	Less than £50k	Less than 3 months	Integrated into other programmes
Controlled crossings on the A36	Between £50k - £100k	Between 3 – 6 months	In scope
Modal filter at northeast end of Great Pulteney Street	Less than £50k	Less than 3 months	In scope
New controlled crossings along Great Pulteney Street	Between £50k - £100k	Between 6 – 12 months	In scope
Secure bike storage around local businesses	Less than £50k	Less than 3 months	In scope
Narrowing of the Edward Street and A36 roundabout entrance	Between £50k - £100k	Between 3 – 6 months	In scope
Car club spaces	Less than £50k	Less than 3 months	Integrated into other programmes
Narrowing of junction for Great Pulteney Street with A36	Between £50k - £100k	Between 3 – 6 months	In scope
Cycling signage and infrastructure along Great Pulteney Street	Over £250k	More than 12 months	In scope

4.5 Zone 4 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Improved junction crossing facilities round Henrietta Park	Between £50k - £100k	Between 3 – 6 months	In scope

4.6 Zone 5 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Footway maintenance along St Johns Road	Between £100k - £250k	Between 3 – 6 months	Integrated into other programmes
Improved lighting along the footway connecting Henrietta Park to St Johns Road	Between £50k - £100k	Less than 3 months	Integrated into other programmes
Modal filter along Grove Street	Less than £50k	Less than 3 months	In scope
Accessibility improvements from Bridgemoor House residential home to Pulteney Bridge	Between £100k - £250k	Between 3 – 6 months	In scope

4.7 Zone 6 shortlisted measures

Intervention	Cost to implement	Time to implement	In scope for the project
Greenery and planters along Bathwick Street and Daniel Street	Less than £50k	Less than 3 months	In scope
Electric vehicle (EV) charging points along Sutton Street	Between £100k - £250k	Between 6 – 12 months	Integrated into other programmes
New controlled crossings along Bathwick Street	Between £100k - £250k	Between 6 – 12 months	In scope
Improvements to controlled crossings along Bathwick Street and Beckford Road	Between £100k - £250k	Between 6 – 12 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 around local businesses	Less than £50k	Less than 3 months	Yes	6
Modal filter along Grove Street	Less than £50k	Less than 3 months	Yes	11
Plants and greenery along Great Pulteney Street	Less than £50k	Less than 3 months	No	15
Greenery and planters along Bathwick Street and Daniel Street	Less than £50k	Less than 3 months	No	17
Modal filter at northeast end of Great Pulteney Street	Less than £50k	Less than 3 months	Yes	9
Controlled crossings on the A36	Between £50k - £100k	Between 3 – 6 months	No	11
Improve controlled crossing at Grove Street junction	Between £50k - £100k	Between 3 – 6 months	Yes	22
Improved junction crossing facilities round Henrietta Park	Between £50k - £100k	Between 3 – 6 months	No	19
Narrowing of the Edward Street and A36 roundabout entrance	Between £50k - £100k	Between 3 – 6 months	No	4
Narrowing of junction for Great Pulteney Street with A36	Between £50k - £100k	Between 3 – 6 months	No	4
Accessibility improvements from Bridgemoor House residential home to Pulteney Bridge	Between £100k - £250k	Between 3 – 6 months	No	5
New controlled crossings along Great Pulteney Street	Between £50k - £100k	Between 6 – 12 months	No	7
Improved controlled crossings from Holburne Museum to Pulteney Bridge	Between £100k - £250k	Between 6 – 12 months	Yes	16
Street furniture and greenery around Laura Place Fountain	Between £100k - £250k	Between 6 – 12 months	Yes	13
Improved pedestrian access to Laura Place Fountain	Between £100k - £250k	Between 6 – 12 months	Yes	12
New controlled crossings along Bathwick Street	Between £100k - £250k	Between 6 – 12 months	Yes	13
Improvements to controlled crossings along Bathwick Street and Beckford Road	Between £100k - £250k	Between 6 – 12 months	Yes	9
Widening footways along Pulteney Bridge	Over £250k	More than 12 months	Yes	35
Road narrowing along Pulteney Bridge	Over £250k	More than 12 months	Yes	11
Public space improvements along Pulteney Bridge	Over £250k	More than 12 months	Yes	7
Make Pulteney Bridge a Shared Space	Over £250k	More than 12 months	Yes	7
Cycling signage and infrastructure along Great Pulteney Street	Over £250k	More than 12 months	Yes	2
Total estimated cost	£3.75 million			

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 Pulteney Estate area [here](#). This includes a project timeline.

Appendix A Pulteney Estate area Exhibition Report