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

Pulteney Estate area 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 the Pulteney Estate area. 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 the Pulteney Estate area.
- 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.
- 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 included anti-social driving, speeding, and a lack of safe crossings (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 129 responses related to the Pulteney Estate area. 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 in a number of the areas 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 the Pulteney Estate area can be found at 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 the Pulteney Estate area at a workshop exhibition. This was held on Tuesday 27 September at St Mary's Church, between 4pm and 8pm. The exhibition for New Sydney Place and Sydney Road 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 the Pulteney Estate area and the New Sydney Place and Sydney Road area exhibitions.

Zones

3.11 Due to the size of the Pulteney Estate area, the materials were split into zones to make it easier for attendees to learn about and prioritise the suggested measures within them.

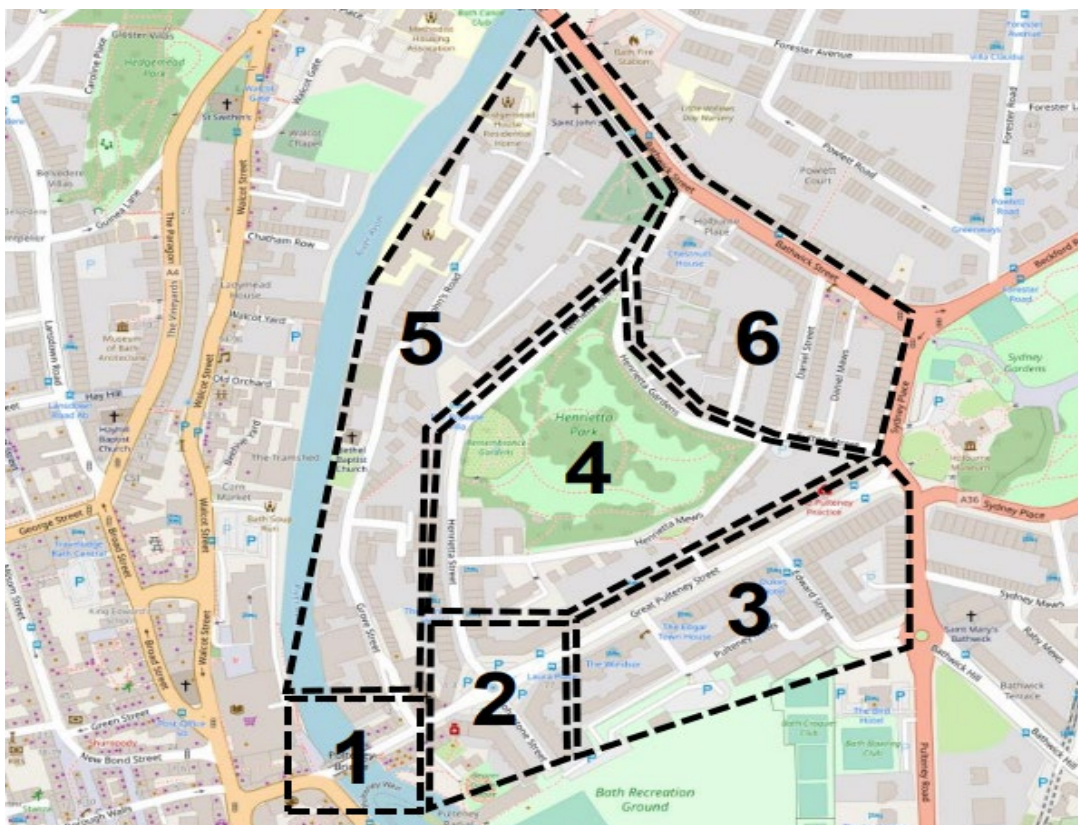
3.12 The zones are:

- **Zone 1:** Pulteney Bridge
- **Zone 2:** Laura Place Fountain
- **Zone 3:** Great Pulteney Street and Edward Street
- **Zone 4:** Henrietta Park Area
- **Zone 5:** Grove Street and St John's Road
- **Zone 6:** Daniel Street and Bathwick Street Area

4. Feedback responses

- 4.1 A total of 64 responses were received for the Pulteney Estate area co-design exhibition. 39 responses were submitted via the online feedback form, 19 via paper forms and six via free text emails.
- 4.2 All six zones 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 six 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.
- 4.3 A map of the zones for the whole area, including those within the original application area, is shown in Figure 1 below.
- 4.4 A copy of the feedback form for the Pulteney Estate area can be found in Appendix C.

Figure 1 Map showing Zones 1 to 6 of the Pulteney Estate area

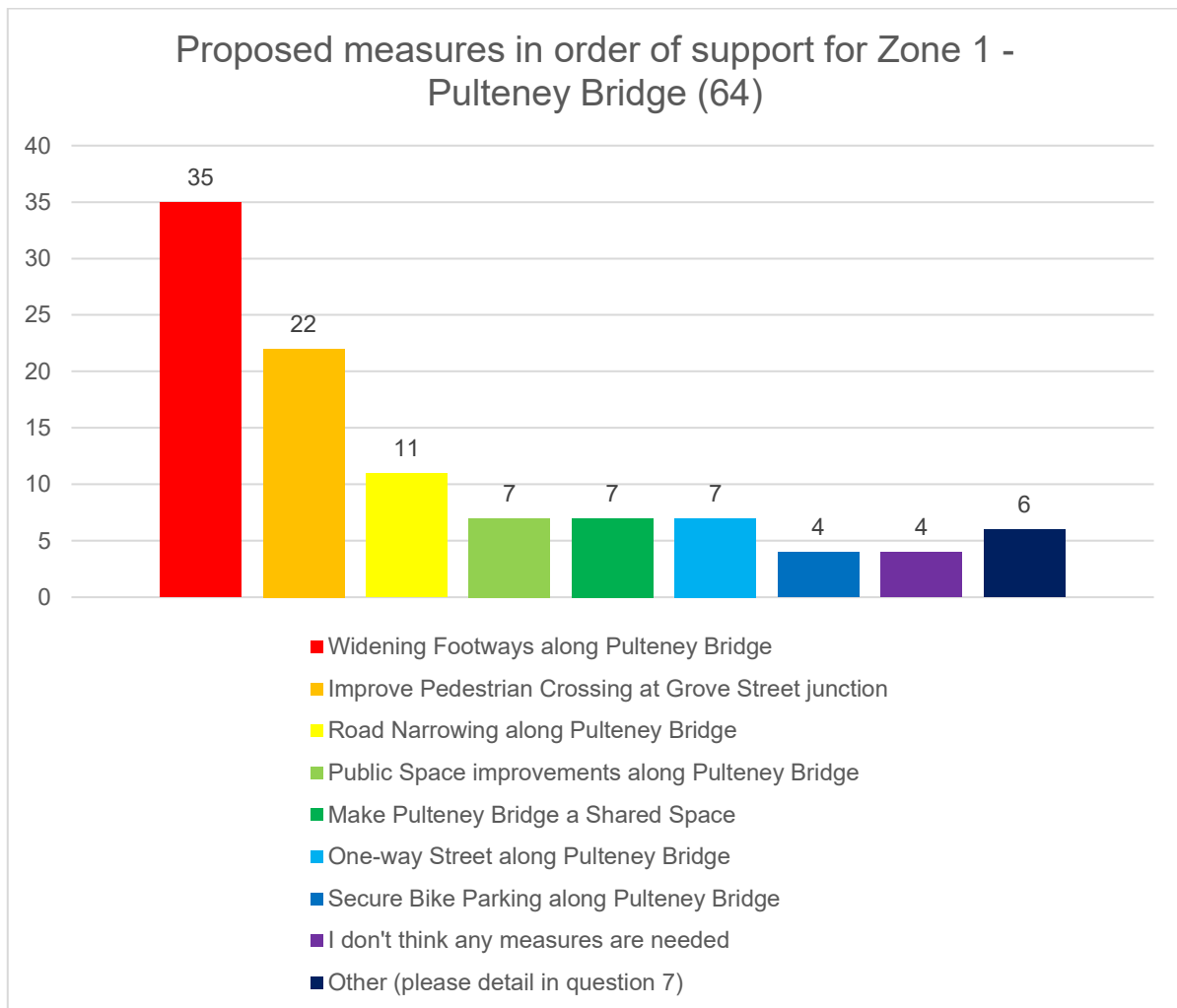


5. Results

Zone 1 – Pulteney Bridge

5.1 The first question related to Zone 1 – Pulteney Bridge. 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 – Pulteney Bridge



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

- 35 selected widening footways along Pulteney Bridge
- 22 selected improve pedestrian crossing at Grove Street junction
- 11 selected road narrowing along Pulteney Bridge
- Seven selected public space improvements along Pulteney Bridge
- Seven selected make Pulteney Bridge a Shared Space
- Seven selected one-way street along Pulteney Bridge

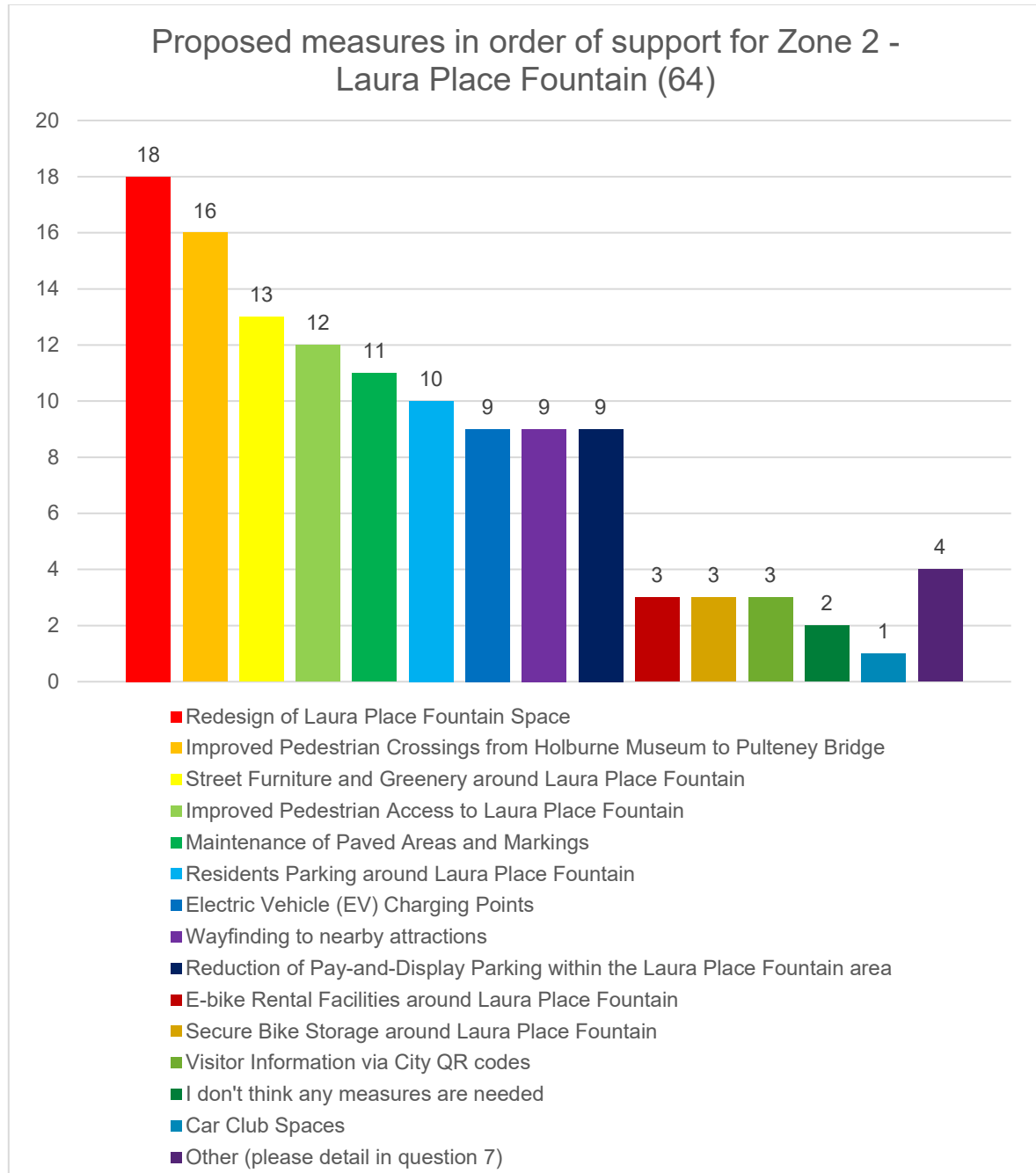
- Four selected secure bike parking along Pulteney Bridge
- Four selected no measures needed
- Six selected 'other' (please see 5.19-5.21 below)

5.3 Overall, widening footways along Pulteney Bridge, improving pedestrian crossings at Grove Street junction, and road narrowing along Pulteney Bridge were the most favoured measures for Zone 1 – Pulteney Bridge.

Zone 2 – Laura Place Fountain

5.4 The second question related to Zone 2 – Laura Place Fountain. 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 that zone). A graph of these results can be found in Figure 3 below.

Figure 3 Graph showing the measures selected for Zone 2 – Laura Place Fountain



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

- 18 selected redesign of Laura Place Fountain space
- 16 selected improved pedestrian crossings from Holburne Museum to Pulteney Bridge

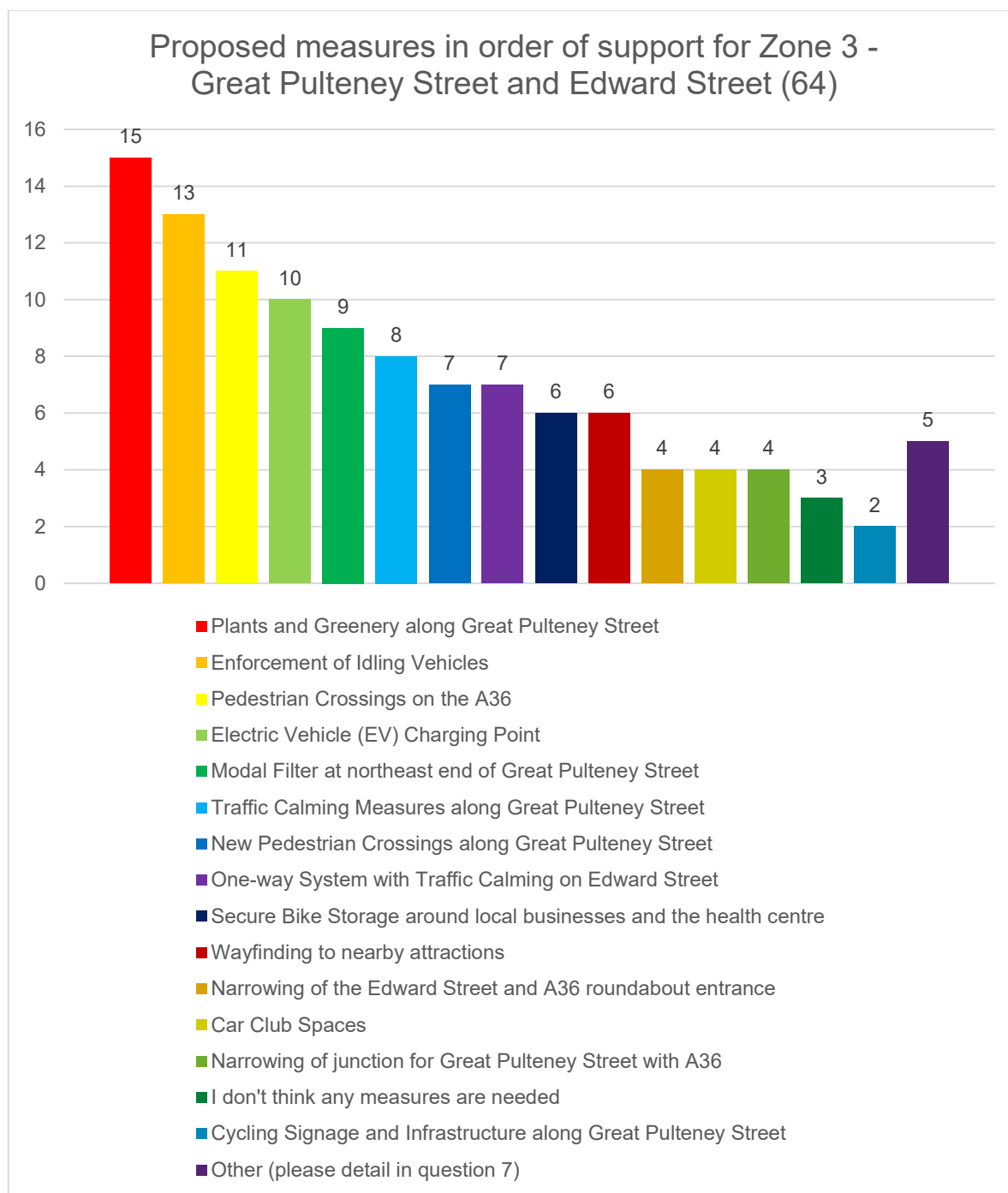
- 13 selected street furniture and greenery around Laura Place Fountain
- 12 selected improved pedestrian access to Laura Place Fountain
- 11 selected maintenance of paved areas and markings
- 10 selected residents parking around Laura Place Fountain
- Nine selected electric vehicle (EV) charging points
- Nine selected wayfinding to nearby attractions (making it easier to navigate and find places of interest)
- Nine selected reduction of pay-and-display parking within the Laura Place Fountain area
- Three selected e-bike rental facilities around Laura Place Fountain
- Three selected secure bike storage around Laura Place Fountain
- Three selected visitor information via city QR codes
- Two selected no measures needed
- One selected car club spaces
- Four selected 'other' (please see 5.19-5.21 below)

5.6 Overall, redesign of Laura Place Fountain Space, improved pedestrian crossings from Holburne Museum to Pulteney Bridge, and street furniture and greenery around Laura Place Fountain were the most favoured measures for Zone 2 – Laura Place Fountain.

Zone 3 – Great Pulteney Street and Edward Street

5.7 The third question related to Zone 3 – Great Pulteney Street and Edward Street. 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 that zone). A graph of these results can be found in Figure 4 below.

Figure 4 Graph showing the measures selected for Zone 3 – Great Pulteney Street and Edward Street



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

- 15 selected plants and greenery along Great Pulteney Street
- 13 selected enforcement of idling vehicles

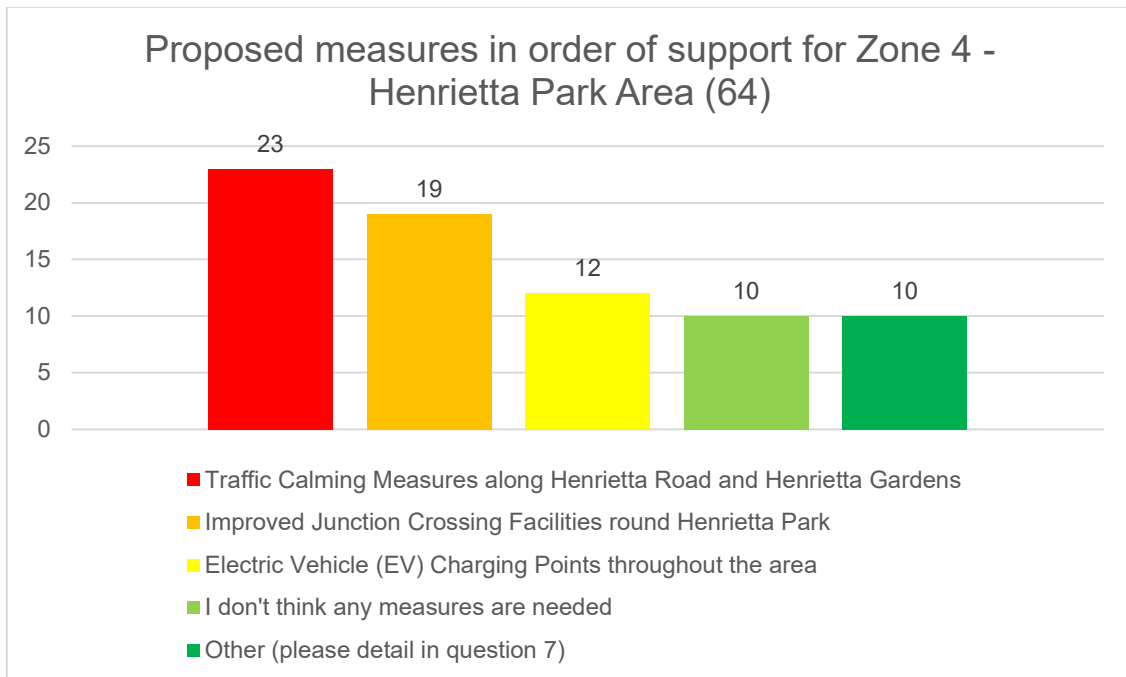
- 11 selected pedestrian crossings on the A36
- 10 selected electric vehicle (EV) charging point
- Nine selected modal filter at northeast end of Great Pulteney Street
- Eight selected traffic calming measures along Great Pulteney Street
- Seven selected new pedestrian crossings along Great Pulteney Street
- Seven selected one-way system with traffic calming on Edward Street
- Six selected secure bike storage around local businesses and the health centre
- Six selected wayfinding to nearby attractions (making it easier to navigate and find places of interest)
- Four selected narrowing of the Edward Street and A36 roundabout entrance
- Four selected car club spaces
- Four selected narrowing of junction for Great Pulteney Street with A36
- Three selected no measures needed
- Two selected cycling signage and infrastructure along Great Pulteney Street
- Five selected 'other' (please see 5.19-5.21 below)

5.9 Overall, plants and greenery along Great Pulteney Street, the enforcement of idling vehicles, and pedestrian crossings on the A36 were the most favoured measures for Zone 3 – Great Pulteney Street and Edward Street.

Zone 4 – Henrietta Park Area

5.10 The fourth question related to Zone 4 – Henrietta Park Area. It asked participants to choose up to two measures that they felt would most benefit the community (from all the measures put forward at the workshop for that zone). A graph of these results can be found in Figure 5 below.

Figure 5 Graph showing the measures selected for Zone 4 – Henrietta Park area



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

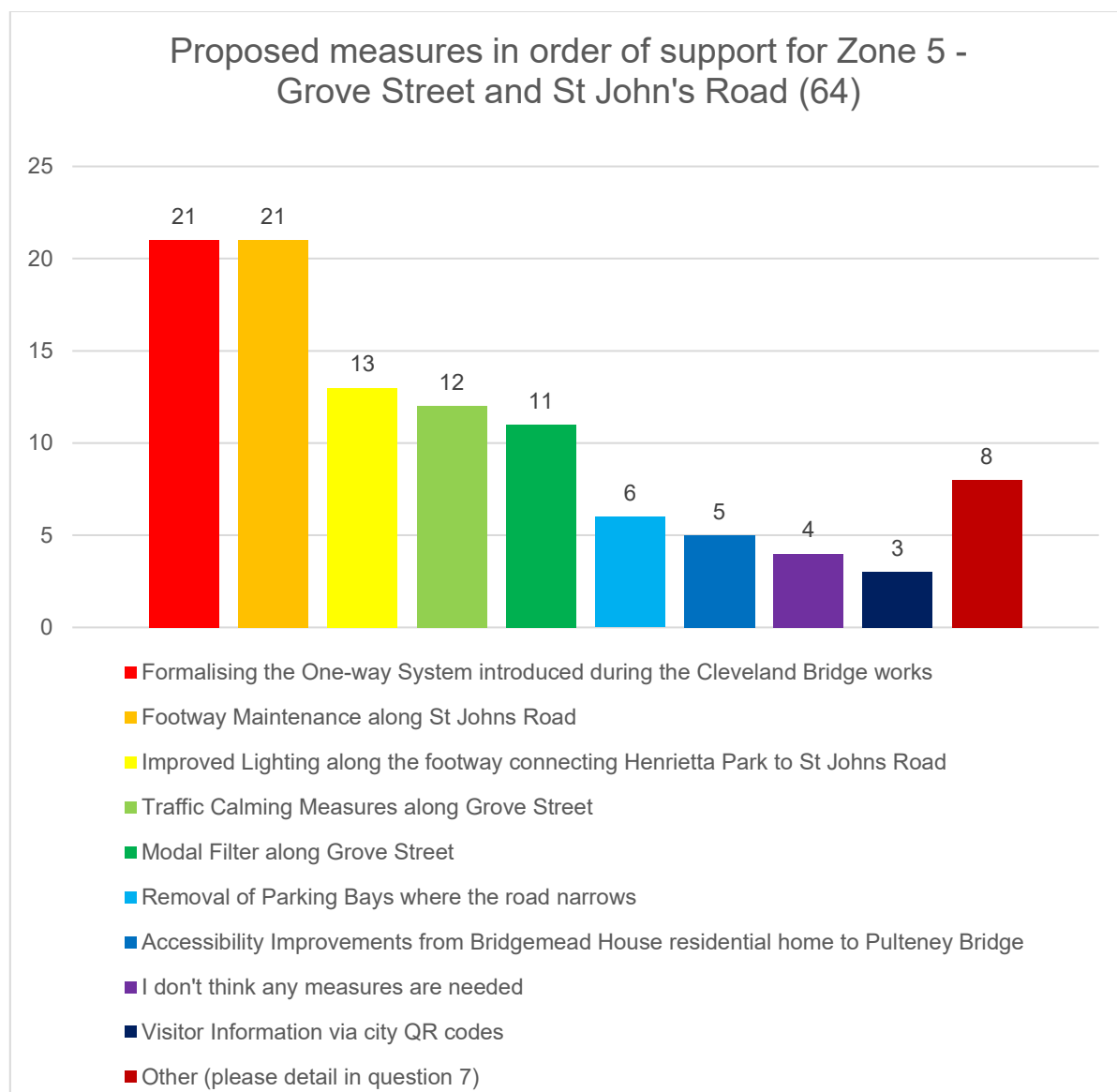
- 23 selected traffic calming measures along Henrietta Road and Henrietta Gardens
- 19 selected improved junction crossing facilities round Henrietta Park
- 12 selected electric vehicle (EV) charging points throughout the area
- 10 selected no measures needed
- 10 selected 'other' (please see 5.19-5.21 below)

5.12 Overall, traffic calming measures along Henrietta Road and Henrietta Gardens and improved junction crossing facilities round Henrietta Park were the most favoured measures for Zone 4 – Henrietta Park area.

Zone 5 – Grove Street and St John's Road

5.13 The fifth question related to Zone 5 – Grove Street and St John's 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 that zone). A graph of these results can be found in Figure 6 below.

Figure 6 Graph showing the measures selected for Zone 5 – Grove Street and St John's Road



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

- 21 selected formalising the one-way system introduced during the Cleveland Bridge works
- 21 selected footway maintenance along St John's Road
- 13 selected improved lighting along the footway connecting Henrietta Park to St John's Road
- 12 selected traffic calming measures along Grove Street

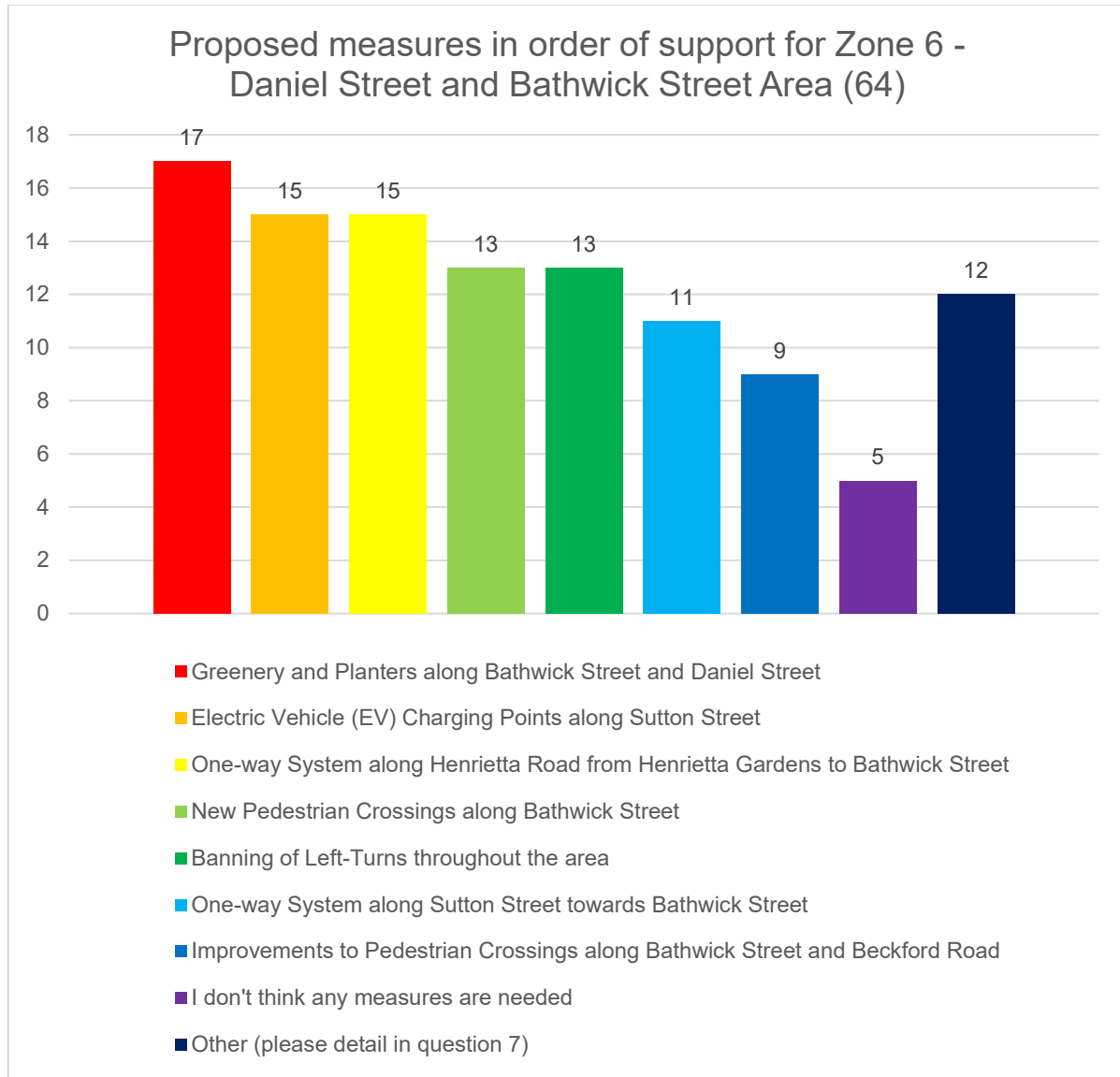
- 11 selected modal filter along Grove Street
- Six selected removal of parking bays where the road narrows
- Five selected accessibility improvements from Bridgemoor House residential home to Pulteney Bridge
- Four selected no measures needed
- Three selected visitor information via city QR codes
- Eight selected 'other' (please see 5.19-5.21 below)

5.15 Overall, formalising the one-way system introduced during the Cleveland Bridge works, footway maintenance along St John's Road, and improved lighting along the footway connecting Henrietta Park to St John's Road were the most favoured measures for Zone 5 – Grove Street and St John's Road.

Zone 6 – Daniel Street and Bathwick Street Area

5.16 The sixth question related to Zone 6 – Daniel Street and Bathwick Street Area. 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 that zone). A graph of these results can be found in Figure 7 below.

Figure 7 Graph showing the measures selected for Zone 6 – Daniel Street and Bathwick Street Area



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

- 17 selected greenery and planters along Bathwick Street and Daniel Street
- 15 selected electric vehicle (EV) charging points along Sutton Street
- 15 selected one-way system along Henrietta Road from Henrietta Gardens to Bathwick Street
- 13 selected new pedestrian crossings along Bathwick Street
- 13 selected banning of left-turns throughout the area

- 11 selected one-way system along Sutton Street towards Bathwick Street
- Nine selected improvements to pedestrian crossings along Bathwick Street and Beckford Road
- Five selected no measures needed
- 12 selected 'other' (please see 5.19-5.21 below)

5.18 Overall, greenery and planters along Bathwick Street and Daniel Street, electric vehicle (EV) charging points along Sutton Street, and a one-way system along Henrietta Road from Henrietta Gardens to Bathwick Street were the most favoured measures for Zone 6 – Daniel Street and Bathwick Street Area.

Any other comments

5.19 The seventh 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.

5.20 Comments received related specifically to Zones 1 to 6, as well as referencing Henrietta Gardens, Henrietta Road, and Sutton Street. Some comments were received in relation to the area as a whole or the scheme in general.

5.21 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 7. 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"> • Safety issues (3) • Narrow pavements (2) • Opposition to one-way system (1) • Congestion (1) • Through traffic (1) • Damage to vehicles (1) 	<ul style="list-style-type: none"> • Through traffic restrictions (2) • Parking as traffic calming measure (1) • Enforcement of restrictions (1) • Outdoor seating (1) • Widened pavements (1) • Modal filter (1) • Re-open Pulteney Bridge to lightweight traffic (1)
<i>Zone 2</i>	<ul style="list-style-type: none"> • Congestion (1) • Pollution (1) • Concern for the impact on mobility for elderly and less-abled residents (1) • Heritage concerns (1) • Traffic displacement (1) • Opposition to measures reducing road space (1) • Opposition to seating and greenery (1) • Opposition to parking (1) • Opposition to EV charging (1) • Opposition to car club spaces (1) • Opposition to e-bike hiring facilities (1) 	<ul style="list-style-type: none"> • Pay-and-display parking (2) • Clearer road markings (1) • Parking (1) • Pedestrian priority measures (1) • E-bike hiring facilities (1) • Resurfacing of roads (1) • Stopping/waiting restrictions (1) • HGV restrictions (1) • Bus/coach restrictions (1) • Reduce car dominance (1) • Protection of heritage (1)

Zone 3	<ul style="list-style-type: none"> • Opposition to modal filter (1) • Speeding (1) 1. Congestion (1) • Safety (1) • Pollution (1) • Heritage concerns (1) • Traffic displacement (1) • Opposition to traffic calming measures (1) • Rat running (1) • Opposition to planters (1) 	<ul style="list-style-type: none"> • Timed modal filter (1) • HGV and coach restrictions (1) • Speed platforms to line up with crossings points (1)
Zone 4	<ul style="list-style-type: none"> • Traffic displacement (3) • Parked cars (1) • Poor visibility (1) • Rat running (1) • Pollution (1) • Opposition to speed bumps (1) 	<ul style="list-style-type: none"> • Modal filter (2) • Resurfacing of roads and road markings (1) • Traffic restrictions (1) • One-way system (1) • Traffic calming measures (1)
Zone 5	<ul style="list-style-type: none"> • Rat running (3) • Idling vehicles (2) • Anti-social behaviour and crime (2) • Opposition to one-way system (2) • Traffic pollution (2) • Cars mounting pavements (1) • Congestion (1) • Speeding (1) • Road rage (1) • Narrow pavements (1) • Surface water flooding (1) • Traffic displacement (1) • Rat running (1) • Impact on emergency services (1) • Speeding (1) 	<ul style="list-style-type: none"> • Modal filter (4) • One-way system (3) • Traffic calming measures (2) • Street lighting in public spaces (2) • Police presence (2) • CCTV (1) • HGV restrictions (1) • Improved drainage (1) • Wider pavements (1) • Repair broken traffic calming sign near the green (1) • Measures in conjunction with other zones (1)

<i>Zone 6</i>	<ul style="list-style-type: none"> • Traffic pollution (2) • HGV traffic (2) • Cleveland Bridge issues should be resolved first (1) • Limited dropped curbs (1) • Footways are inaccessible (1) • Congestion (1) • Speeding (1) • Safety (1) • Poor visibility (1) • Speed restrictions ignored (1) • Cyclist safety concerns (1) 	<ul style="list-style-type: none"> • Cleveland Bridge should become two-way with HGV restrictions and no left-turn (1) • HGV restrictions (1) • Speed restrictions (1) • Shared footways (1) • One-way system (1)
<i>Henrietta Gardens</i>	<ul style="list-style-type: none"> • Opposition to one-way system (1) 	<ul style="list-style-type: none"> • Timed modal filter (1)
<i>Henrietta Road</i>	<ul style="list-style-type: none"> • Traffic displacement (1) • Opposition to traffic calming measures (1) • Concern for heritage impact (1) • Traffic pollution (1) • Rat running (1) • Reduced access to homes (1) • Impact of measures on St John's Road (1) • Opposition to one-way system (1) 	<ul style="list-style-type: none"> • Modal filter (1)
<i>Sutton Street</i>	<ul style="list-style-type: none"> • Rat running (1) 	<ul style="list-style-type: none"> • One-way system (1)

<i>Area</i>	<ul style="list-style-type: none"> • Rat running (3) • Traffic displacement (3) • Heritage concerns (3) • Speeding (2) • Safety (2) • Cumulative impact (1) • HGV traffic (1) • Impact on economy (1) • Through traffic (1) • Restrictions are ignored (1) • Idling vehicles (1) • Speeding (1) • Restaurant seating blocking pavements (1) • Congestion (1) • Narrow roads (1) • Opposition to speed bumps (1) • Opposition to chicanes (1) • Pollution (1) • Cumulative impact (1) 	<ul style="list-style-type: none"> • Public spaces and seating (2) • Enforcement of restrictions (2) • 20mph speed limit (2) • Community-run businesses (1) • Improved traffic light systems (1) • HGV restrictions on Cleveland Bridge (1) • Parking permit bays (1) • HGV restrictions (1) • Parking restrictions (1) • Reduce traffic through Cleveland Bridge (1) • “Decanting terminals” for HGV drop-offs (1) • Improvements to roads (1) • One-way system (1) • Speed restriction signage (1) • Pedestrian crossing with island refuge (1) • Traffic calming measures (1) • Secure bike storage (1)
<i>General</i>	<ul style="list-style-type: none"> • Further information and traffic data needed (1) • Criticism of engagement and materials (1) • Scheme criticism (1) 	<ul style="list-style-type: none"> • Improved planning process to reduce impact on roads and traffic (1)

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 the Pulteney Estate area:

Zone 1 – Pulteney Bridge

1. Widening footways along Pulteney Bridge
2. Improved pedestrian crossing at Grove Street junction
3. Road narrowing along Pulteney Bridge

Zone 2 – Laura Place Fountain

1. Redesign of Laura Place Fountain space
2. Improved pedestrian crossings from Holburne Museum to Pulteney Bridge
3. Street furniture and greenery around Laura Place Fountain

Zone 3 – Great Pulteney Street and Edward Street

1. Plants and greenery along Great Pulteney Street
2. Enforcement of idling vehicles
3. Pedestrian crossings on the A36

Zone 4 – Henrietta Park Area

1. Traffic calming measures along Henrietta Road and Henrietta Gardens
2. Improved junction crossing facilities round Henrietta Park

Zone 5 – Grove Street and St John's Road

1. Formalising the one-way system introduced during the Cleveland Bridge works
2. Footway maintenance along St John's Road
3. Improved Lighting along the footway connecting Henrietta Park to St John's Road

Zone 6 – Daniel Street and Bathwick Street Area

1. Greenery and planters along Bathwick Street and Daniel Street
2. Electric Vehicle charging points along Sutton Street
3. One-way System along Henrietta Road from Henrietta Gardens to Bathwick Street

- 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 <liveableneighbourhoods@BATHNES.GOV.UK>
Sent: 23 September 2022 16:22
To: liveableneighbourhoods <liveableneighbourhoods@BATHNES.GOV.UK>
Subject: Liveable Neighbourhoods – Pulteney Estate area Co-design Exhibition

Hello,

As a reminder, the co-design exhibition for Pulteney Estate area is taking place on **Tuesday 27th 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 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 11th 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
- 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 to see improved.

Below is a summary of what people said about the Pulteney Estate area.

What is good about the area?:

- 104 said 'close to shops and services'
- 53 said 'strong community spirit'
- 37 said 'food 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'
- 26 said 'trees and planting'



The workshop took place in St Mary's Church on the 26th of July.

Exercises 1

Exercise 2

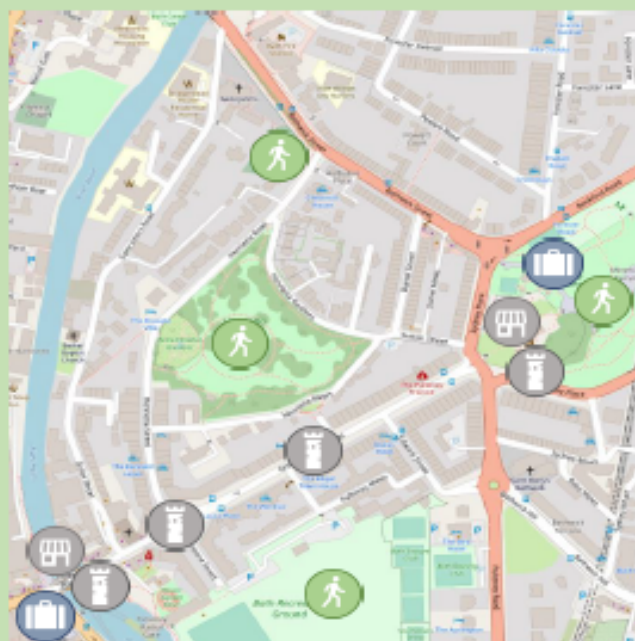
The workshop was attended by 23 people (65 registered), along with representatives from AECOM and B&NES Council. Attendees were split into four groups, accommodating four tables.

- The row of shops and commerce along Pulteney Bridge are popular, but residents report issues associated due to the lack of footway space and speeding traffic.
- There is a lot of support for the local Georgian architecture and heritage of the area. Residents believe that improvements can be made to improve safety for people visiting these places, particularly Laura Place Fountain which is located in the middle of a large road space.
- There are issues associated with speeding through traffic trying to avoid queues along Bathwick Street. This creates dangerous environments for residents and visitors who are walking in the area.
- There are issues with idling vehicles, particularly tourist coaches, which stop in the area. This blocks residents parking and contributes towards air pollution in the area.



What people said they liked about the Pulteney Estate area

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



Established areas/green spaces to go walking or wheeling.



Shops and local amenities along Pulteney Bridge and in Sydney Gardens.



Tourism in the area is seen as a benefit.



Lots of Historical Georgian architecture in this area.



What people said could be nurtured

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



Poor or no crossing facilities on roads within the area. Reports of pedestrians being in the road around the Laura Place Fountain.



Idling vehicles in the area including coaches which contribute towards air pollution.



Tourist coaches will drop people off near Laura place fountain. Drivers will leave engines running and block resident parking spaces.



Issues with non-residents parking in the area who park during rugby game days.



Narrow footways which leads to people having to walk in the road.



Congestion and speeding during rush hour, school traffic and game day traffic.



What people said their movement patterns are

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.



Residents and tourists walk around the area but poor crossing points can make this difficult and dangerous at times.



There are lots of cyclists in the area but speeding traffic and confusing junctions including Grove streets can pose a risk to cyclists.



A lack of local wayfinding can often make it difficult for people and tourist to walk to places of interest.



Concerns with traffic displaced from residential streets back on to the main road network and associated issues with potential noise and poor air quality.



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.

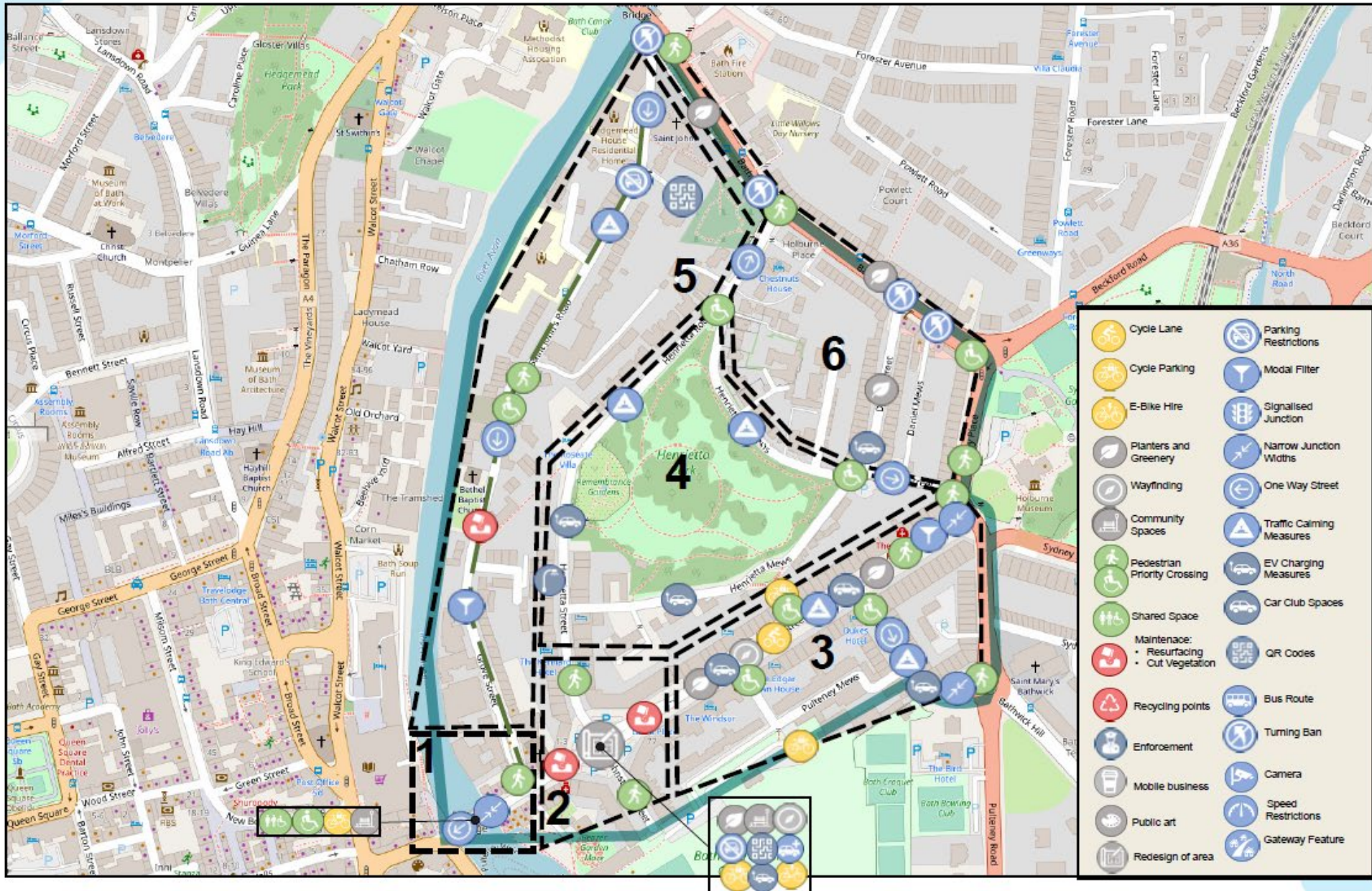
Some parking may be lost to enable turning and motorists may have to take different routes. Emergency access is maintained. Filters can be designed to work at certain times or at all times.



Source: Cycling Embassy

Great Pulteney Street Ideas

Here is a map of the Great Pulteney Street 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.



Secure bike parking
Provide opportunities for cyclists to securely store their cycles along Pulteney Bridge.

Public space improvements
Residents suggested the provision of public spaces along Pulteney Bridge, which could include benches and parklets, making Pulteney Bridge a place for people.

Footway improvements along Pulteney Bridge
The current footway widths are narrow, and can force people to walk or wheel in the road. Widened footways would help to address this.

Suggestions have been made to make Pulteney Bridge a shared space. This could help to change driver behaviour and help ease of pedestrian movement.

Improve pedestrian crossing at the Grove Street junction
Improving the crossing provision at the junction could help to improve the safety of those walking and wheeling in the area.

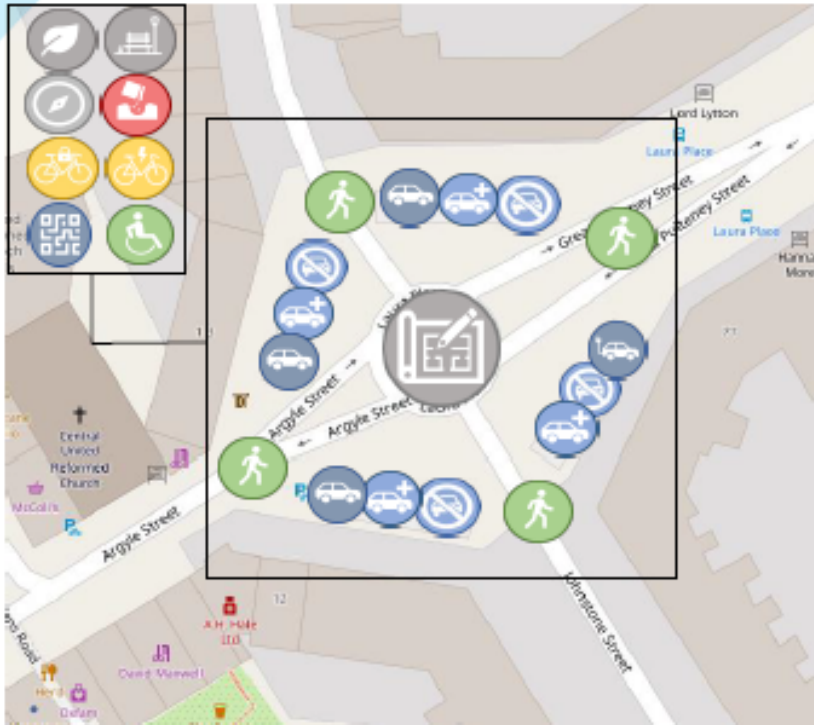
One-way restrictions and road narrowing
Suggestions have been made to make Pulteney Bridge one way, allowing more space for pedestrians and businesses.



Pulteney Bridge © Google Maps 2022

Zone 2

Here is a summary of the ideas for Zone 2.



	Cycle Lane		Parking Restrictions
	Cycle Parking		Modal Filter
	E-Bike Hire		Signalised Junction
	Planters and Greenery		Narrow Junction Widths
	Wayfinding		One Way Street
	Community Spaces		Traffic Calming Measures
	Pedestrian Priority Crossing		EV Charging Measures
	Shared Space		Car Club Spaces
	Maintenance: • Resurfacing • Cut Vegetation		QR Codes
	Recycling points		Bus Route
	Enforcement		Turning Ban
	Mobile business		Camera
	Public art		Speed Restrictions
	Redesign of area		Gateway Feature



Secure cycle storage and E-bike rental
Improve the current facilities for secure bike storage around Laura Place.



Social spaces and greenery
Installation of street furniture in the area surrounding the Laura Place Fountain will help to promote use of the area.



Wayfinding
Residents suggested that wayfinding through the area would help navigate visitors to nearby attractions. Additional footways and signage could also help to direct people.



Redesign of Laura Place fountain space
Reallocation of space to pedestrians away from vehicles to utilise the space better.



Reduction of current parking provision
Residents suggested the removal of the 'Pay and Display' parking around the Laura Place fountain. This space could then be reallocated for other uses, and utilised by visitors and the local community.



Residents parking
Suggestion to convert all parking around the Laura Place fountain to 'residents only' parking.



Maintenance
Maintenance of the paved areas around Laura Place, and refresh the on-street painted markings.



Visitor information
Utilise QR codes to share information, or connect with people over the local area.



EV charging and car club electric vehicle charging.



Car club spaces.



Improve pedestrian crossings
Investigate increasing formal crossing points in the area to assist those with physical disabilities and pushchairs, and improving the safety of all pedestrians.



Space for people
Improving pedestrian access to and around the fountain. A raised, paved area around the fountain could be used by pedestrians and reclaim some of the road space currently occupied by vehicles.

Zone 3

Here is a summary of the ideas for Zone 3.



	Cycle Lane		Parking Restrictions
	Cycle Parking		Modal Filter
	E-Bike Hire		Signalised Junction
	Plants and Greenery		Narrow Junction Widths
	Wayfinding		One Way Street
	Community Spaces		Traffic Calming Measures
	Pedestrian Priority Crossing		EV Charging Measures
	Shared Space		Car Club Spaces
	Maintenance: • Resurfacing • Cut Vegetation		QR Codes
	Recycling points		Bus Route
	Enforcement		Turning Ban
	Mobile business		Camera
	Public art		Speed Restrictions
	Redesign of area		Gateway Feature



Secure cycle storage

Provision of secure cycle storage around the local businesses and the health centre.



Improved cycle safety along Great Pulteney Street

Provision of signage and infrastructure which highlights the presence of cyclists to drivers. Residents suggested the introduction of cycle lanes.



Wayfinding

Residents suggested the continuation of wayfinding through the area, potentially as footway markings, which could help visitors to navigate to nearby attractions.



Plants and greenery

Suggestions for more plants and greenery along the length of Great Pulteney Street.



New crossings along Great Pulteney Street

New and improved crossings along Great Pulteney Street. Continuous crossings are a suggestion to help improve accessibility.



New crossings on A36

New and improved crossings near the Holbourne Museum and Bathwick Hill.



Great Pulteney Street

Traffic calming to help reduce speeding. This could include footway build-outs, speed bumps or chicanes.



Great Pulteney Street and A36 junction

A modal filter to restrict vehicle access from the A36. Narrowing the junction width would help to slow vehicles.



Edward Street

Residents suggested Edward Street be one-way with traffic calming to reduce vehicle speeds. Reducing the width of the roundabout entrance would help to reduce crossing distances.



Electric vehicle charging.

EV charging from existing infrastructure, such as lighting columns.



Car club

Provision of a car club space for residents.

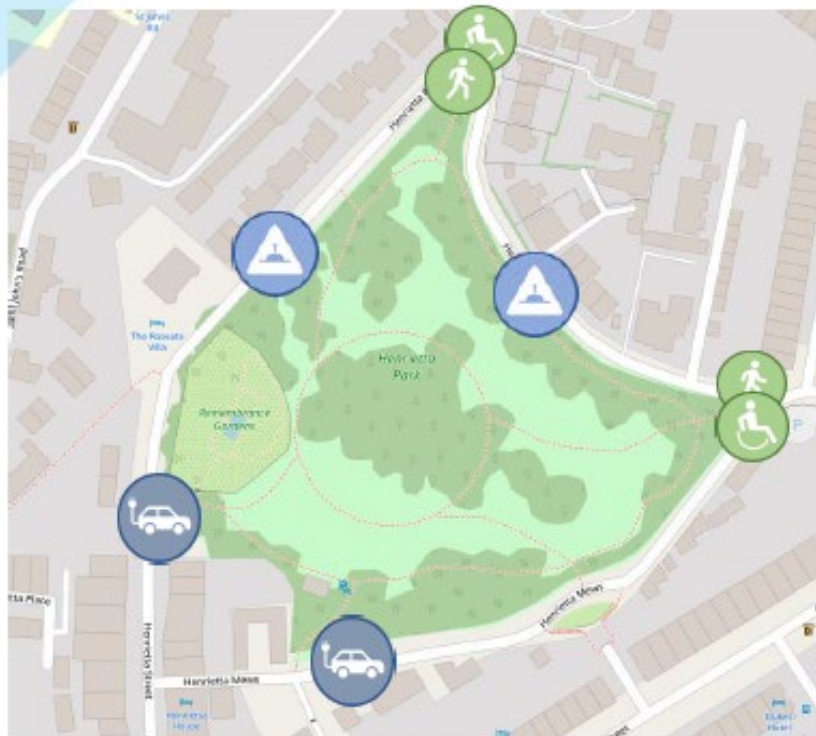


Enforcement of idling vehicles

Reduction of idling vehicles in the area to help free parking spaces.

Zone 4

Here is a summary of the ideas for Zone 4.



	Cycle Lane		Parking Restrictions
	Cycle Parking		Modal Filter
	E-Bike Hire		Signalised Junction
	Planters and Greenery		Narrow Junction Widths
	Wayfinding		One Way Street
	Community Spaces		Traffic Calming Measures
	Pedestrian Priority Crossing		EV Charging Measures
	Shared Space		Car Club Spaces
	Maintenance: • Resurfacing • Cut Vegetation		QR Codes
	Recycling points		Bus Route
	Enforcement		Turning Ban
	Mobile business		Cameras
	Public art		Speed Restrictions
	Redesign of area		Gateway Feature



Electric vehicle charging

Residents suggested the installation of electric vehicle charging provision throughout the area, including Henrietta Street and Henrietta Mews. This could be provided on existing infrastructure, such as lighting columns.



Traffic calming

Traffic calming measures could help to address speeding along Henrietta Road and Henrietta Gardens. This could include speed bumps or cushions, build-outs or chicanes.



Improve junction crossings around Henrietta Park

The junction with Henrietta Road and Henrietta Mews (with Henrietta Gardens) are wide and can be difficult for people to cross. Improving driver awareness or reducing the crossing distance could help to improve the safety of people in this area.



Schematic diagram showing chicane parking with build-outs



Henrietta Road, Bath © Google Maps

Zone 5

Here is a summary of the ideas for Zone 5.



One-way street and traffic calming

Formalise the current temporary one-way routing which has been in effect as a result of the Cleveland Bridge works.



Traffic calming was suggested to address speeding vehicles.



Parking restrictions.

Residents suggested the removal of parking bays where the road is narrow.



Modal filter

Proposal to install a modal filter (i.e. bollards or planters) along Grove Street, just after Henrietta Plan. This intervention could not be implemented in addition to a one-way street.



Lighting

Improvements to lighting along the footway which connects Henrietta Road to St Johns Road.



QR code information

The use of QR (Quick Response) code at St Mary's Churchyard so that visitors can scan these with their smart phones and learn about the area.



Maintenance

Maintenance along St Johns Road where the footways have currently deteriorated.



Accessibility improvements from Bridgemoor House residential home to Pulteney Bridge



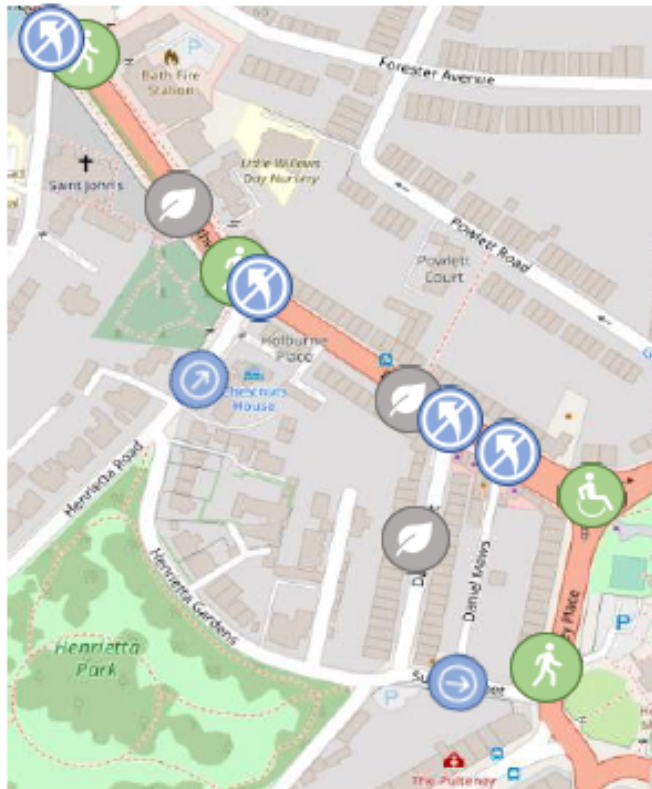
Widening and flattening the footway was suggested to provide individuals with a more accessible route into the City Centre.



Example of narrow footways along St Johns Road © Google Maps

Zone 6

Here is a summary of the ideas for Zone 6.



	Cycle Lane		Parking Restrictions
	Cycle Parking		Modal Filter
	E-Bike Hire		Signalised Junction
	Planters and Greenery		Narrow Junction Widths
	Wayfinding		One Way Street
	Community Spaces		Traffic Calming Measures
	Pedestrian Priority Crossing		EV Charging Measures
	Shared Space		Car Club Spaces
	Maintenance: Resurfacing, Cut Vegetation		QR Codes
	Recycling points		Bus Route
	Enforcement		Turning Ban
	Mobile business		Camera
	Public art		Speed Restrictions
	Redesign of area		Gateway Feature



New crossings along Bathwick Street

New pedestrian crossings at Sydney Gardens, Cleveland Bridge and the Little Willows Nursery could help to improve movement and accessibility.



Improvements to existing crossings

Address the long wait times and crossing distances at the Bathwick Street and Beckford Road crossing which poses an issue for people with visual and physical disabilities and people with pushchairs.



Greenery and planters

Additional greenery along Bathwick Street and Daniel Street, such as planters and / or street trees.



Turning bans

Banning left-turn movements from St Johns Road, Henrietta Road, Daniel Street and Daniel Mews onto Bathwick Street to deter people from using the area as a through-route to avoid traffic.



One-way routes

Residents suggested making Henrietta Road from Henrietta Gardens one-way, leading onto Bathwick Street.

Residents also suggested making Sutton Street one-way heading towards Bathwick Street to deter people using the street as a through-route.



Electric vehicle charging

Install electric vehicle charging along Sutton Street, near the Pulteney Arms.



EV charging along Sutton Street © Google Maps 2022



Daniel Street © 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

A large, colorful illustration at the bottom of the page depicting a vibrant community scene. It features stylized green hills and blue water. In the foreground, there are several figures: a person in a wheelchair, two people sitting at a table under a striped umbrella, a person running, a person walking, and a person on a bicycle. The scene is framed by large green leaves at the bottom.

**LIVEABLE
NEIGHBOURHOODS**

Appendix C - Pulteney Estate Feedback Form

B&NES Liveable Neighbourhoods Co-design Exhibition: Pulteney Estate area

Thank you for sharing your feedback. We'd like to get your opinion on which of the measures put forward by residents at the Pulteney Estate 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 six questions relating to Zone 1-6, which are part of the original application area for the liveable neighbourhood, 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 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
- Post: Sustainable Communities, Bath and North East Somerset Council, Lewis House, Manvers Street, Bath, BA1 1JG

Zone 1 – Pulteney Bridge

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

- ☐ **Secure Bike Parking** along Pulteney Bridge
- ☐ **Public Space improvements** along Pulteney Bridge
- ☐ **Widening Footways** along Pulteney Bridge
- ☐ **Make Pulteney Bridge a Shared Space**
- ☐ **Improve Pedestrian Crossing** at Grove Street junction
- ☐ **One-way Street** along Pulteney Bridge
- ☐ **Road Narrowing along Pulteney Bridge**
- ☐ **I don't think any measures are needed**
- ☐ **Other** (please detail in question 7)

Zone 2 – Laura Place Fountain

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

- ☐ **Secure Bike Storage** around Laura Place Fountain
- ☐ **E-bike Rental Facilities** around Laura Place Fountain
- ☐ **Street Furniture and Greenery** around Laura Place Fountain
- ☐ **Wayfinding to nearby attractions**

- ☐ **Redesign of Laura Place Fountain Space**
- ☐ **Improved Pedestrian Crossings** from Holburne Museum to Pulteney Bridge
- ☐ **Improved Pedestrian Access** to Laura Place Fountain
- ☐ **Reduction of Pay-and-Display Parking** within the Laura Place Fountain area
- ☐ **Residents Parking** around Laura Place Fountain
- ☐ **Maintenance of Paved Areas and Markings**
- ☐ **Visitor Information via City QR codes**
- ☐ **Electric Vehicle (EV) Charging Points**
- ☐ **Car Club Spaces**
- ☐ **I don't think any measures are needed**
- ☐ **Other** (please detail in question 7)

Zone 3 – Great Pulteney Street and Edward Street

Please select up to **three** of the measures that you feel would **most benefit the community** in Zone 3 – Great Pulteney Street and Edward Street:

- ☐ **Secure Bike Storage** around local businesses and the health centre
- ☐ **Cycling Signage and Infrastructure** along Great Pulteney Street
- ☐ **Wayfinding to nearby attractions**
- ☐ **Plants and Greenery** along Great Pulteney Street
- ☐ **New Pedestrian Crossings** along Great Pulteney Street
- ☐ **Continuous Crossings** along Great Pulteney Street
- ☐ **Pedestrian Crossings** on the A36
- ☐ **Traffic Calming Measures** along Great Pulteney Street
- ☐ **Modal Filter** at northeast end of Great Pulteney Street (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).
- ☐ **Narrowing of junction** for Great Pulteney Street with A36
- ☐ **One-way System with Traffic Calming** on Edward Street
- ☐ **Narrowing of the Edward Street and A36 roundabout entrance**
- ☐ **Electric Vehicle (EV) Charging Point**
- ☐ **Car Club Spaces**
- ☐ **Enforcement of Idling Vehicles**
- ☐ **I don't think any measures are needed**
- ☐ **Other** (please detail in question 7)

Zone 4 – Henrietta Park area

Please select up to **two** of the measures that you feel would **most benefit the community** in Zone 4 – Henrietta Park:

- ☐ **Improved Junction Crossing Facilities** round Henrietta Park
- ☐ **Traffic Calming Measures** along Henrietta Road and Henrietta Gardens
- ☐ **Electric Vehicle (EV) Charging Points** throughout the area

- ☐ **I don't think any measures are needed**
- ☐ **Other** (please detail in question 7)

Zone 5 – Grove Street and St John's Road

Please select up to **three** of the measures that you feel would **most benefit the community** in Zone 5 – Grove Street and St John's Road:

- ☐ **Accessibility Improvements from** Bridgmead House residential home to Pulteney Bridge
- ☐ **Formalising the One-way System introduced during the Cleveland Bridge works**
- ☐ **Traffic Calming Measures** along Grove Street
- ☐ **Removal of Parking Bays** where the road narrows
- ☐ **Modal Filter** along Grove Street (*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*).
- ☐ **Improved Lighting** along the footway connecting Henrietta Park to St John's Road
- ☐ **Visitor Information via city QR codes**
- ☐ **Footway Maintenance** along St John's Road
- ☐ **I don't think any measures are needed**
- ☐ **Other** (please detail in question 7)

Zone 6 – Daniel Street and Bathwick Street area

Please select up to **three** of the measures that you feel would **most benefit the community** in Zone 6 – Grove Street and St John's Road:

- ☐ **New Pedestrian Crossings** along Bathwick Street
- ☐ **Improvements to Pedestrian Crossings** along Bathwick Street and Beckford Road
- ☐ **Greenery and Planters** along Bathwick Street and Daniel Street
- ☐ **Banning of Left-Turns** throughout the area
- ☐ **One-way System** along Henrietta Road from Henrietta Gardens too Bathwick Street
- ☐ **One-way System** along Sutton Street towards Bathwick Street
- ☐ **Electric Vehicle (EV) Charging Points** along Sutton Street
- ☐ **I don't think any measures are needed**
- ☐ **Other** (please detail in question 7)

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

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

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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