

Temple Cloud
Full Business Case
Public Engagement

Final Report

Bath and North East Somerset
Council

October 2025

Quality information

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1. Introduction

Temple Cloud is one of several areas that Bath and North East Somerset (B&NES) Council is developing via its community-led Liveable Neighbourhood (LN) programme.

During previous consultations, residents in Temple Cloud told the council they were concerned about the speed of traffic in the area, HGV traffic, and the limited space for wheeling, walking or cycling.

To tackle these concerns, the council proposed to do the following:

- install a new zebra crossing on Temple Inn Lane
- widen and improve the footpath that links the village hall with Gillets Hill Lane
- install street lighting on the footpath between St Barnabas Church and Brandown Close
- extend the 30mph speed limits on Temple Inn Lane and on the A37 through the village to Temple Bridge

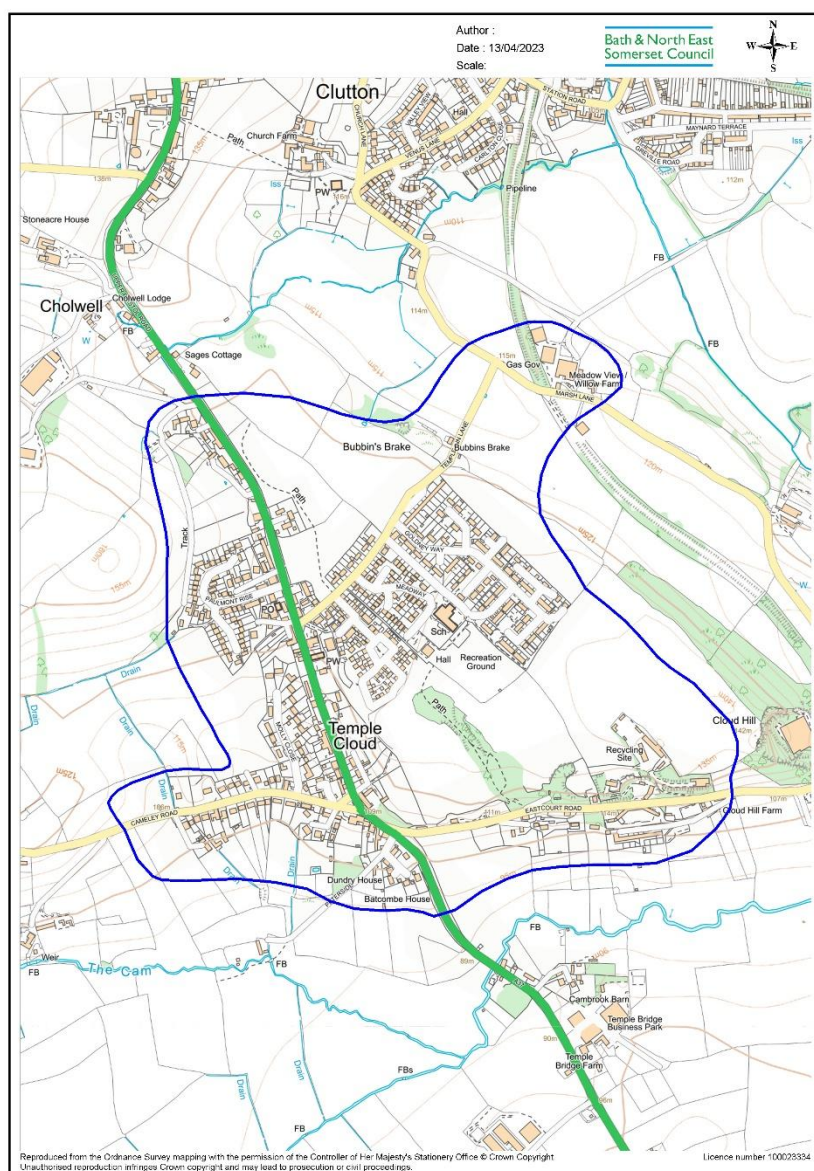
The above proposals were consulted on, and the public engagement ran from 4 July to 1 August 2025. To promote it, the council sent a letter and accompanying colour leaflet illustrating the proposals to 593 households and businesses in and around Temple Cloud.

An annotated map, full summary of the proposals, and an online survey were also available online at <https://www.bathnes.gov.uk/temple-cloud>. Alternative formats (print etc) were available on request, and advisors were trained and in place to support residents.

The Council promoted the engagement via a press release (<https://newsroom.bathnes.gov.uk/news/views-sought-temple-cloud-liveable-neighbourhoods-scheme>), e-news and social media posts on X (formerly Twitter), Facebook and Instagram. A toolkit with images, articles and suggested posts to help promote the engagement was sent to ward councillors.

Council officers also attended a meeting with Parish councillors to share the proposals and subsequently attended a Parish Council meeting to share proposals with attendees.

Figure 1 Map of the mailing area



1.1. The proposals

The proposals were based on ideas put forward by residents during earlier public engagements, including a co-design workshop, and further shortlisting work which is described on the Temple Cloud web page: <https://www.bathnes.gov.uk/temple-cloud>.

The public engagement during July/August 2025 was on the following proposals to:

- Install a new zebra crossing on Temple Inn Lane to improve pedestrian safety and connectivity through the village. Dropped kerbs and tactile paving on the crossing would improve access for people with disabilities and for people with mobility aids and pushchairs.
- Widen the footpath linking the village hall with Gillets Hill Lane in the south to 2.5m in width and provide an all-weather surface to encourage active travel.
- Install street lighting on the footpath between St Barnabas Church and Brandown Close to improve safety and encourage active travel.

- Extend the 30-mph speed limit on Temple Inn Lane to Marsh Lane to reduce traffic speeds and improve safety.
- Extend the 30-mph speed limit on the A37 through the village south to Temple Bridge to improve road safety.

The council stated these proposals would mean:

- slower traffic and improved road safety
- safer crossing facilities and improved access for people with disabilities, mobility aids and pushchairs
- improved pedestrian routes through the village and better connectivity, encouraging more active travel and fewer short car journeys

For more information, see <https://www.bathnes.gov.uk/temple-cloud> and the copy of the leaflet produced by B&NES for residents, shown in **Appendix A**.

To ensure an unbiased interpretation of the responses received, AECOM were appointed to carry out the thematic coding and analysis of open-ended questions.

1.2. Response overview

There were a total of 64 responses to the engagement, all provided via the online survey.

1.3. Response profile

There was an option to answer equality monitoring questions in the survey. Of the 64 respondents who completed the online survey, 38 answered these questions. Of those who responded to the questions, over half (n=21) were aged 55 and over, and there was an even split of male and female respondents. A full breakdown of the responses to the equality monitoring questions is shown in **Appendix B**.

The age and gender of the respondents is shown in Tables 1 and 2.

Table 1 Age groups

	N
Base (number of respondents)	38
Under 25	1
25 to 34	2
35 to 44	2
45 to 54	6
55 or over	21
Prefer not to say / Not answered	6

Table 2 Gender

	N
Base (number of respondents)	38
Female	18
Male	18

Prefer not to say

2

2. Methodology

2.1. Questionnaire

Respondents were given the opportunity to comment on each of the five proposals. A copy of the questionnaire is provided in **Appendix C**.

2.2. Receiving responses

The consultation questionnaire was hosted on the Council's website <https://www.bathnes.gov.uk/temple-cloud>. To ensure inclusivity, B&NES Council accepted responses via email and post, as well as online. Accessible formats were also available upon request.

2.3. Thematic coding

AECOM developed a robust framework to analyse the free text comments and ensure the frequency and strength of feeling is accurately reported. This process is known as coding. All responses received were read by a professional coder and grouped into themes to achieve meaningful analysis. Over 10 per cent of each coders work were checked as part of our quality control procedures.

Throughout the report, quotes from the free text responses have been used to illustrate the points raised. Quotes have been selected to best show the essence of what was said for each theme. For ease of reading, any clear and obvious typos or spelling errors have been corrected.

3. Findings

There were 168 comments provided by 64 respondents about the five proposals specified in the questionnaire. This section summarises the comments made about each proposal.

When a respondent mentioned the same theme on more than one occasion, the theme has only been counted once. A single respondent could mention more than one theme, and this explains why the number of comments may add up to more than the number of responses. A full list of themes and the frequency each theme was mentioned can be found in **Appendix D**.

3.1. Proposed new zebra crossing

Comments were received from 34 respondents about the proposed zebra crossing on Temple Inn Lane. The main feedback on the proposed designs were:

- Agree with installing a new zebra crossing as it will improve safety (**18** comments received).
- Concern about the crossing being located near the junction with the A37 (**14** comments received).
- Concerns about the crossing causing more congestion (**7** comments received).
- Concern about visibility issues when turning onto Temple Inn Lane from the A37 (**7** comments received).

Agree with installing a new zebra crossing/it will improve safety

A total of 18 respondents commented about supporting the proposed zebra crossing. Of the 18, three commented more generally about how it would improve safety for pedestrians, whilst five more specifically commented on how it would benefit and improve safety for children and those travelling to and from schools in the area.

“I think this would be a fantastic idea. With the primary school close by, having a designated safe area to cross Temple Inn Lane would improve safety and reduce the speed of traffic using the road.”

“It now means children, and everyone can cross this road safely. There are lots of cars and lorries that use this lane, and crossing, particularly for young children, is treacherous. Very happy with this idea.”

Concern about the crossing being located near the junction with the A37

There were concerns raised about the planned location for the crossing, with 14 respondents commenting about this and some of these suggesting it should be located further along Temple Inn Lane. Respondents felt the proposed location of the zebra crossing was too close to the junction with the A37, explaining that they were concerned about vehicles and particularly lorries turning onto Temple Inn Lane from the A37 but not having enough time to safely slow down and stop, especially if other vehicles were already waiting on Temple Inn Lane.

“It is a good idea, but it needs to be far enough away from the A37. So many cars come round the corner from the main road and some very fast also.”

“Make sure there is enough distance between the junction and the crossing, otherwise there is likely to be a road traffic accident.”

Concern about the crossing causing more congestion

This concern was shared by seven respondents and is closely related to the proposed location of the zebra crossing. There was a concern that traffic could back up on Temple Inn Lane onto the A37 as a result of the crossing at times, particularly if HGVs are included within this traffic and taking up more road space.

“This would create a safety issue, especially with HGVs, as any traffic turning into Temple Inn Lane and then stopping at a crossing will cause an obstruction on the A37.”

“Slightly concerned about it being too close to the junction with the A37, as this might cause traffic to back up onto the main road. Also, vehicles often turn right at speed off the A37, when they spot a gap in oncoming traffic.”

Concern about visibility issues when turning onto Temple Inn Lane from the A37

In addition to concerns about vehicles generally not having enough time and space to slow down and stop before the proposed location for the zebra crossing. Seven respondents commented about there being visibility issues when turning onto Temple Inn Lane from the A37 because of parked cars and the wall by the pub on the lane.

“Visibility for drivers turning into the junction from the south is good, but from the north, the tightness of the turn and pub wall prevents good visibility until on the lane.”

Other comments received included:

- Five respondents disagreed with the proposed zebra crossing as they felt it would be unnecessary because they felt there was not enough traffic in the area to warrant a crossing.
- Three respondents said that even if a zebra crossing is implemented, they would still have concerns about pedestrians trying to cross the road in other places than the crossing.

3.2. Proposed widening and improvement of footpath

Comments were received from 29 respondents about the proposed widening of the footpath linking the village hall with Gillets Hill Lane. The main feedback on the proposed designs were:

- Agree with widening the footpath/it will improve safety/accessibility (**17** comments received).
- Concern about Gillets Hill being steep, suggestion to add steps (**8** comments received)
- Concern that landowners have not been consulted about proposal (**6** comments received).
- Concern about traversing the stone stile on the footpath and wondering if this will be removed (**5** comments received).

Agree with widening the footpath/it will improve safety/accessibility

A total of 17 respondents commented about supporting the proposed footpath widening and/or felt it would improve safety. Of the 17 respondents, five commented about how it would improve safety and accessibility for those travelling to and from the doctor's surgery, whilst most others commented more generally about how it would benefit people in the area.

"This has been needed for a while and makes it more accessible for all."

"Really good idea. This gives better access from the village hall and the houses beyond including the Brandown estate. Access to the bus stop and surgery is improved."

Concern about Gillets Hill being too steep

Four respondents raised concerns about how steep Gillets Hill is and that it would be unsafe for people to use, especially in wet and/or icy conditions. A further four respondents suggested adding steps to Gillets Hill to improve safety when using it and reducing people's concerns with using the footpath.

"I assume this includes steps on the steep section which is treacherous in winter. The stile at the top is not very friendly to people with any form of disability and should be looked at."

"Bikes and mobility scooters could build up quite a speed coming down over the hill, leading to the potential for overshoot directly into traffic."

Landowners had not been consulted about the proposal

Six respondents shared concerns about the proposed footpath crossing private land, one believed the current landowners had not been consulted on the proposal.

"This current footpath is on private land and leads onto Gillets Hill Lane, also private land. All current landowners have not been consulted about proposals."

Concern about traversing the stone stile on the footpath

Five respondents shared concerns about the stone stile located on the footpath and the difficulties some would have with traversing this as well as the steepness of Gillets Hill. This was raised especially about those who are elderly, have a disability, are travelling on or with wheeled transport (e.g. bicycle, mobility scooter, pushchair), or are otherwise physically unable to traverse the stone stile. Some queried if the stone stile would be removed.

"The land there is very steep with a stone gate you have to climb over at the top. No good for buggies, elderly or unfit."

Other comments received included:

- Five respondents suggested adding a crossing on the A37 near Gillets Hill Lane to make it easier for people to access the doctor's surgery, with one suggesting it should be a traffic light-controlled crossing to allow safe crossing.
- Four respondents disagreed with the proposed widening of the footpath as they felt it was unnecessary and that there was no demand for it, so they felt it should be left as it is.

- Another four respondents disagreed with the proposed widening to 2.5 metres, feeling that this was excessive and would be more like a road than a footpath. One added that if the footpath is widened to 2.5 metres, they expected cars and motorcycles would use it.
- Concerns about the negative impacts of widening the footpath on green space, vegetation and local wildlife were shared by four respondents, such as native wildflowers and local badger sets which could potentially be disturbed or destroyed.

3.3. Proposed installation of street lighting on footpath

Comments were received from 20 respondents about the proposed installation of street lighting on the footpath between St Barnabas Church and Brandown Close. The main feedback on the proposed designs were:

- Agree with installing street lighting / it will improve safety (13 comments received).
- Concern about lighting being too bright/disturbing residents (5 comments received).

Agree with installing street lighting/it will improve safety

A total of 13 respondents commented about supporting the proposed street lighting and/or felt it would improve safety. Of the 13 respondents, five said they supported it as the area with the footpath is very dark at night, especially in the winter months. Therefore, it would improve safety for those wanting to travel via the footpath, such as those travelling to the church.

“Excellent idea. It will definitely feel safer for residents particularly the elderly using Barnabas Church.”

Concern about lighting being too bright/disturbing residents

Five respondents shared concerns about the street lighting being too bright, especially for those living close to where it is installed. A couple of these respondents added that they felt the newer LED lighting was much brighter than other forms of lighting, and this added to their concerns.

“Improving street lighting throughout can only improve safety. Although consideration should be given to the residents living near the streetlights, as the newer LED lighting is much brighter, and can be intrusive, especially to the upper floors.”

Other comments received included:

- Three respondents queried whether street lighting along the footpath should have already been installed as part of the Brandown Close development, suggesting that the original plans and previous agreements should be reviewed.
- Two respondents disagreed with the proposed installation of street lighting, feeling that it is unnecessary and would increase light pollution.
- Two respondents suggested that the street lighting should be low energy and/or solar-powered, and a further two respondents suggested that the lighting should not be left on all night and instead should be on a timer and only activated when needed.

3.4. Proposed extension of 30mph speed limit on Temple Inn Lane

Comments were received from 34 respondents about the proposed extension of 30mph speed limit on Temple Inn Lane to Marsh Lane. The main feedback on the proposed designs were:

- Agree with extending the 30mph speed limit / it will improve safety (19 comments received).
- Doubts about enforcement of speed limit / suggest better enforcement (10 comments received).
- Disagree with extending the 30mph speed limit as it is unnecessary (7 comments received).

Support/agree with extending the 30mph speed limit/it will improve safety

A total of 19 respondents commented about supporting the proposed 30mph speed limit extension and/or felt it would improve safety. Of the 19 respondents, most commented generally about supporting the proposal and the need to reduce the speed of vehicles on Temple Inn Lane.

“This is a great idea. I live near the Marsh Lane end of Temple Inn Lane, and once around the corner and out the village, people race down the lane to the T-junction.”

Two respondents commented more specifically that they believed it would improve safety for road users other than cars. Pedestrians, children travelling to and from school, horse riders, and cyclists were all mentioned.

“Brilliant idea! The traffic goes far too fast along these stretches of roads. It’s unpleasant as a pedestrian and for cyclists. It will make it so much easier for children going to and from the primary school and the Chew Valley students to and from their bus stop. It will be much safer for dog walkers and horse riders too - and there are a lot of them.”

Doubts about enforcement of speed limit/suggest better enforcement

Ten respondents held an opinion that drivers currently ignore the speed limit and drive dangerously in the area, and they were concerned whether the extending speed limit would be adhered to. They added that better enforcement is required to for the extended speed limit to achieve its intended purpose.

“The speed limit on Temple Inn Lane has never been monitored or policed, and reducing the speed limit to Marsh Lane would not have any impact on the actual speed road users drive at.”

“What plans are in place to police this? There is a 30mph limit through the village, but this is not adhered to.”

Disagree with extending the 30mph speed limit as it is unnecessary

Seven respondents disagreed with the proposed speed limit extension, feeling it is unnecessary and would be a waste of money. They didn’t feel that the speed of vehicles was an issue on Temple Inn Lane or Marsh Lane.

“I don’t agree with many of the arbitrary speed changes/ reductions in the district. Speed should be appropriate for the surroundings, and there is minimal activity on that stretch.”

“Why is this even necessary? Nobody is walking down here, and people generally don’t come down here fast anyway - you can’t because it’s too narrow. It’s a waste of money to change the speed limits here.”

Other comments received included:

- Four respondents suggested reducing the speed limit to 20mph to further improve safety, whilst another four queried the proposals as they believed the speed limit on Temple Inn Lane was already 20mph.
- Three respondents suggested adding signage and/or road markings about the speed reduction to make the speed limit clearer to drivers, as well as warning them of potential pedestrians crossing the road.

3.5. Proposed extension of 30mph speed limit on A37 through the village to Temple Bridge

Comments were received from 51 respondents about the proposed extension of 30mph speed limit on the A37 through the village south to Temple Bridge. The main feedback on the proposed designs were:

- Agree with extending the 30mph speed limit / it will improve safety (25 comments received).
- Doubts about enforcement of speed limit/suggest better enforcement as drivers currently ignore the speed limit/drive dangerously (22 comments received).
- Disagree with extending the 30mph speed limit as it is unnecessary/waste of money/speed of vehicles is not an issue (8 comments received).

Agree with extending the 30mph speed limit/it will improve safety

A total of 25 respondents commented about supporting the proposed 30mph speed limit extension and/or felt it would improve safety. Of the 25 respondents, as with the proposed speed limit extension on Temple Inn Lane, most commented generally about supporting the proposal and the need to reduce the speed of vehicles on the A37 and through the village. In addition to this, two respondents commented more specifically about supporting the proposal as it would improve safety for pedestrians and children in particular.

“I agree with the proposed extension of the speed limit to Temple Bridge. This would assist in slowing traffic down as it enters the village where the road does narrow, and there is a bus stop with pedestrians crossing the road.”

“This is a brilliant proposal and will make a huge difference to our safety when crossing the road and for my kids when walking to and from the village.”

Doubts about enforcement of speed limit/suggest better enforcement

Concerns about enforcement and whether the speed limit extension would have much impact were shared by 22 respondents. The view held was drivers currently ignore the speed limits and drive dangerously in the area. As with the proposed speed limit extension for Temple Inn Lane, many of these respondents felt that better enforcement and other traffic calming measures are required to improve safety in the area and for the extended speed limit to achieve its intended purpose.

“People don’t adhere to the 30mph speed limit at present on the road where that is in force, so I’m not sure this will help without cameras to enforce.”

“The speed limit is never monitored or policed, so there is no point in changing it. Road users will still drive at whatever speed they wish to drive at.”

Disagree with extending the 30mph speed limit as it is unnecessary

Eight respondents disagreed with the proposed speed limit extension, feeling it is unnecessary and would be a waste of money as they didn't feel that the speed of vehicles was an issue on the A37 when travelling through Temple Cloud.

“Slapping an unnecessarily low speed limit on a rural stretch like that isn't going to magically make it safer - it'll just frustrate drivers, cause more tailbacks, and encourage risky overtaking.”

“As this road immediately follows a hill, drivers naturally use the incline to increase momentum, reducing the need for acceleration and minimising unnecessary braking. Lowering the speed limit could penalise efficient, safe driving behaviour without delivering a meaningful safety gain whilst also frustrating motorists. Living in the area for many years, I do not recall a single collision on this stretch.”

Other comments received included:

- To deter speeding vehicles in the area, eight respondents suggested adding speed cameras or other traffic calming measures such as flashing speed indicators. Without more visible deterrents, these respondents felt that many would continue to exceed the speed limit through the area.

“If you want to deter speeding... then average speed cameras from Temple Bridge to the northern end of the village should be an option.”

- Seven respondents suggested extending the 30mph speed limit to or towards Clutton and that the speed limit should increase and decrease gradually when travelling in and out of the village, rather than changing from 50mph to 30mph when entering the village. Some of these explained that drivers are often still exceeding 40mph when entering the 30mph area as they are not decreasing their speed more gradually on approach.

“Vehicles are often at 40-50mph leaving the village, way before the change to 50mph, and many do not slow down when the 30 limit starts.”

“How about reducing the speed limit going north? Currently, the speed limit is 50mph through Temple Bridge until it changes to 30mph at Temple Cloud. By the time people have slowed down, they are still doing 40mph.”

- Five respondents suggested reducing the speed limit to 30mph for all of Temple Cloud, whilst another two suggested reducing this further to 20mph for all of Temple Cloud to reduce to speed of vehicles and improve safety in the area.

4. Next steps for Bath and North East Somerset Council

Design engineers have responded to the suggestions and comments summarised in this section. Please see Appendix E.

The feedback received for the proposals will be considered, and the next steps will be to:

- discuss the outcomes with your ward councillors
- publish the final designs and make any necessary adjustments
- install the measures under standard Traffic Regulation Orders (where appropriate)

Appendix B Respondent profile

This set of tables shows the responses provided by the 38 respondents who answered the equality monitoring questions.

Table A1 Age groups **Number (n)**

Base (number of respondents)	38
Under 25	1
25 to 34	2
35 to 44	2
45 to 54	6
55 or over	21
Prefer not to say / Not answered	6

Table A2 Gender **Number (n)**

Base (number of respondents)	38
Female	18
Male	18
Prefer not to say / Not answered	2

Table A3 Ethnicity **Number (n)**

Base (number of respondents)	38
White	37
Asian or Asian British	1

Table A4 Marital status **Number (n)**

Base (number of respondents)	38
Never married and never registered in a civil partnership	5
Married	25
In a registered civil partnership	1
Divorced	2
Widowed	2
Prefer not to say / Not answered	3

Table A5 Religion	Number (n)
Base (number of respondents)	38
No religion	22
Christian	11
Muslim	1
Any other religion	1
Prefer not to say / Not answered	3

Table A6 Assigned sex profile corresponds with gender identity	Number (n)
Base (number of respondents)	38
Yes	35
No	0
Prefer not to say / Not answered	3

Table A7 Sexual orientation	Number (n)
Base (number of respondents)	38
Heterosexual or straight	32
Gay or lesbian	3
Bisexual	1
Prefer not to say / Not answered	2

Table A8 Health conditions	Number (n)
Base (number of respondents)	38
Yes, I have physical or mental health conditions or illness lasting, or expected to last, 12 months or more	10
No, I do not have physical or mental health conditions or illness lasting, or expected to last, 12 months or more	27
Prefer not to say / Not answered	1

Table A9 Care experienced	Number (n)
Base (number of respondents)	37*
Yes	1
No	36
Prefer not to say	0

*1 respondent who responded to the equality questions opted not to respond to this question.

Appendix C Engagement questionnaire

Temple Cloud liveable neighbourhood preliminary design proposal feedback

We strongly recommend that you read our [support material](#) before answering the survey.

This survey will give you an opportunity to provide comments on our preliminary designs.

We'll use your answers to help us develop detailed designs ahead of installing the scheme. Your anonymous comments may be made available in a public report following this engagement.

Completing the survey should take no more than **5 to 15 minutes**, depending on how many comments you would like to add.

About our proposals

New Liveable Neighbourhood proposals

Following earlier public consultation and engagement, the proposal for the Temple Cloud Liveable Neighbourhood is to:

- Install a new zebra crossing on Temple Inn Lane with dropped kerbs and tactile pavements to improve safety and accessibility.
- Widen and provide an all-weather surface on the footpath that links the village hall with Gillets Hill Lane.
- Install street lighting on the footpath between St Barnabas Church and Brandown Close.
- Extend the 30-mph speed limit on Temple Inn Lane to Marsh Lane.
- Extend the 30-mph speed limit on the A37 south through the village to Temple Bridge.

These preliminary designs have been approved by engineers and technical officers and funding has been awarded to install the scheme.

Before we start more detailed designs, we would value your feedback on each of the measures.

Please tell us your comments on installing a new zebra crossing on Temple Inn Lane (with dropped kerbs and tactile pavements).

Please tell us your comments on widening the footpath that links the village hall with Gillets Hill Lane including upgrading to an all-weather surface

Please tell us your comments on installing street lighting on the footpath between St Barnabas Church and Brandown Close

Please tell us your comments on extending the 30-mph speed limit on Temple Inn Lane to Marsh Lane

Please tell us your comments on extending the 30-mph speed limit on the A37 south through the village to Temple Bridge

About you

Please tell us about you

Full name

Contact email address

Equality monitoring

Before you submit your responses, we'd like to ask a few equality monitoring questions

These questions are optional, and will not affect how we treat your response to the consultation

We aim to make sure that we are account for everyone's needs when designing services, and equality monitoring questions are one way of helping us to do this

Are you happy to answer equality monitoring questions?

Yes, I'll answer the equality questions (takes 2 minutes)

No, please skip the equality questions

What is your date of birth?

For example, 31 Mar 1980. If you prefer not to say, continue without entering any information.

Do you have any physical or mental health conditions or illness lasting, or expected to last, 12 months or more?

Yes

No

Prefer not to say

What is your ethnic group?

White

Mixed or multiple ethnic groups

Asian or Asian British

Black, African, Caribbean or Black British

Other ethnic group

Prefer not to say

What is your legal marital or registered civil partnership status?

Never married and never registered in a civil partnership

Married

In a registered civil partnership

Separated, but still legally married

Separated, but still legally in a civil partnership

Divorced

Formerly in a civil partnership which is now legally dissolved

Widowed

Surviving partner from a registered civil partnership

Prefer not to say

What is your religion?

No religion

Christian

Including Church of England, Catholic, Protestant and all other Christian denominations.

Buddhist

Hindu

Jewish

Muslim

Sikh

Any other religion

Prefer not to say

What is your sex?

Female

Male

Prefer not to say

Is the gender you identify with the same as your sex registered at birth?

Yes

No

Prefer not to say

Which of the following best describes your sexual orientation?

Heterosexual or straight

Gay or lesbian

Bisexual

Prefer not to say

Other

Are you care experienced?

In B&NES, you are 'care-experienced' if you spent any time in your childhood in Local Authority care, living away from your parent(s). For example:

- you were adopted
- lived in residential care
- lived in foster care
- lived in kinship care
- lived under a special guardianship arrangement

Yes

No

Prefer not to say

Declaration

You must read the [privacy notice](#) and agree to this statement to take part in this online consultation.

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 consultation process.

I have read the Privacy Notice

I confirm that I agree

Survey complete

What happens next

We will review the responses to this survey. We will then draw up and publish more detailed designs, giving you a further opportunity to comment before we install the measures under standard Traffic Regulation Orders. [Find out more about how we decide on changes to road layouts using Traffic Regulation Orders](#)

Appendix D Coded themes

Proposed zebra crossing

Theme	Number (n)
Total comments received	34
Concern about the crossing being located near the junction with the A37/suggest installing further along Temple Inn Lane	14
Support/agree with installing new zebra crossing (general comment)	12
Support/agree with installing a new zebra crossing as it will improve safety for children/travelling to school	8
Concern about the crossing causing more congestion/traffic in the area/causing obstructions	7
Concern about visibility issues when turning onto Temple Inn Lane from the A37/issues with parked cars	7
Support/agree with installing a new zebra crossing as it will improve safety/reduce the speed of vehicles (general comment)	6
Oppose/disagree with installing a new zebra crossing as it is unnecessary/do not have much traffic in the area	5
Support/agree with installing a new zebra crossing as it will improve safety for pedestrians	4
Suggest pedestrians take care when crossing Temple Inn Lane/install physical restrictions for where pedestrians can cross	3
Concern about vehicles speeding/not stopping at crossings/suggest better enforcement	3
Suggest better road maintenance/resurfacing roads	3
Suggest installing a raised crossing instead to improve access for wheelchair users/disabled people/allow traffic calming	2
Suggest installing a pelican crossing instead	1

Proposed widening and improvement of footpath

Theme	Number (n)
Total comments received	29
Support/agree with widening the footpath (general comment)	6
Concern that landowners have been consulted about proposal/footpath crosses private land	6
Support/agree with widening the footpath as it will improve safety/improve accessibility to the doctor's surgery	5
Concern about traversing the stone stile on the footpath/query whether it will be removed	5
Suggest adding/improving the crossing on A37/near Gillets Hill Lane	5
Oppose/disagree with widening the footpath as it is unnecessary/suggest leaving the footpath as it is	4
Oppose/disagree with widening the footpath to 2.5 metres	4
Concern that Gillets Hill is too steep/will be unsafe to use	4
Suggest adding steps to Gillets Hill due to how steep it is/improve safety in winter/wet conditions	4
Concern that widening the footpath will negatively impact on green space/vegetation/wildlife	4
Support/agree with widening the footpath as it will improve safety/improve accessibility in the area (general comment)	3
Concern about safety of travel down Gillets Hill for those using wheeled transport (e.g. bicycle, mobility scooter, pushchairs)	3
Concern about people being unable to traverse the steep gradient of Gillets Hill/stone stile on the footpath if they are elderly/disabled	3
Concern about lack of lighting along footpath/antisocial behaviour in the area/suggest lighting to improve safety	3
Support/agree with widening the footpath as it will improve safety for pedestrians/improve accessibility	2
Concern that all-weather surface will affect drainage in the area/all-weather surface not necessary	2
Suggest adding/improving traffic calming measures on A37/near Gillets Hill Lane	2
Suggest adding more walking routes/improving footpaths	2
Support/agree widened footpath will improve safety for children	1
Concern about increased litter along the route	1
Concern about disruption caused during works to widen footpath	1
Concern widened footpath would be used by vehicles that are not supposed to use it (e.g. motorcycles, cars)	1
Query about the route/whether there is signage for it	1
Proposals will only benefit small number of residents/people	1
Query whether impact assessments have been carried out	1
Suggest cutting back vegetation to allow more space along footpath	1

Proposed installation of street lighting on footpath

Theme	Number (n)
Total comments received	20
Support/agree with installing street lighting (general comment)	5
Support/agree with installing street lighting as it is very dark in the area/at night/winter months	5
Concern about lighting being too bright/disturbing residents living close to the lighting	5
Support/agree with installing street lighting as it will improve safety	3
Query whether street lighting should have already been installed as part of the Brandown Close development	3
Oppose/disagree with installing street lighting as it is unnecessary/waste of money/increases light pollution	2
Suggest the lighting is not left on all night/should be on a timer	2
Suggest lighting is low energy/solar powered	2
Suggest street lighting should take into account how many people use the footpath	1
Suggest addressing criminal/antisocial behaviour in the area/concern lighting will not deter this	1
Criticism/negative comment about B&NES Council	1

Proposed extension of 30mph speed limit on Temple Inn Lane

Theme	Number (n)
Total comments received	34
Support/agree with extending the 30mph speed limit (general comment)	11
Concern/doubts about enforcement of speed limit/suggest better enforcement as drivers currently ignore speed limit/drive dangerously	10
Oppose/disagree with extending the 30mph speed limit as it is unnecessary/waste of money/speed of vehicles is not an issue	7
Support/agree with extending the 30mph speed limit as it will improve safety/reduce the speed of vehicles (general comment)	6
Suggest reducing the speed limit to 20mph to further improve safety	4
Query about the current speed on Temple Inn Lane/believe it is 20mph instead of 30mph	4
Suggest adding signage/markings about the speed reduction/warn drivers of others using the road	3
Support/agree with extending the 30mph speed limit as it will improve safety for pedestrians	2
Support/agree with extending the 30mph speed limit as it will improve safety for children/travelling to school	2
Support/agree with extending the 30mph speed limit as it will improve safety for horse riders	2
Support/agree with extending the 30mph speed limit as it will improve accessibility/travel in the area (general comment)	2
Support/agree with extending the 30mph speed limit as it will improve safety for cyclists	1
Suggest reducing the speed limit to 20mph for all of Temple Cloud	1
Suggest reducing the speed limit/consider dangerous driving on other roads in the area	1
Suggest adding a speed camera/further traffic calming measures to reduce speed of vehicles	1
Criticism/negative comment about B&NES Council	1

Proposed extension of 30mph speed limit on A37 through village to Temple Bridge

Theme	Number (n)
Total comments received	51
Concern/doubts about enforcement of speed limit/suggest better enforcement as drivers currently ignore the speed limit/drive dangerously	22
Support/agree with extending the 30mph speed limit (general comment)	17
Support/agree with extending the 30mph speed limit as it will improve safety/reduce the speed of vehicles (general comment)	8
Oppose/disagree with extending the 30mph speed limit as it is unnecessary/waste of money/speed of vehicles is not an issue	8
Suggest adding a speed camera/further traffic calming measures to reduce speed of vehicles	8
Suggest extending the 30mph speed limit northward so speed limit increases/decreases gradually when travelling in/out of the village	7
Suggest reducing the speed limit to 30mph for all of Temple Cloud	5
Concern about lorries travelling in the area with narrow roads/causing access issues/concern for pedestrians	4
Oppose/disagree with extending the 30mph speed limit as it will increase traffic in the area/is unfair to drivers	3
Suggest adding signage/markings about the speed reduction/warn drivers of concealed entrances	3
Criticism/negative comment about B&NES Council	3
Support/agree with extending the 30mph speed limit as it will improve safety for pedestrians/children in the area	2
Suggest reducing the speed limit/consider dangerous driving on Eastcourt Road	2
Suggest extending the 30mph speed limit further southward to/towards Farrington Gurney	2
Suggest reducing the speed limit to 20mph for all of Temple Cloud	2
Suggest considering traffic noise in the area/how to reduce this	2
Suggest reducing the speed limit/consider dangerous driving on other roads in the area	1
Query about the current speed through to Temple Bridge/believe it is already 30mph	1

Appendix E Designers Response

Proposed Zebra Crossing on Temple Inn Lane

Concern about the crossing being located near the junction with the A37

The proposed location was selected to maximise pedestrian connectivity between key village amenities and the primary school, while remaining within visibility and stopping sight distance requirements. The design ensures that approaching vehicles have adequate visibility to the crossing point, and the proximity to the junction has been assessed against Manual for Streets principles to avoid conflict with turning movements. Relocating the crossing further along Temple Inn Lane would reduce its effectiveness for school routes and increase walking distances.

Concern about the crossing causing more congestion

A swept path analysis was undertaken to confirm that larger vehicles, including HGVs, can safely pass through the junction and approach the crossing without causing obstruction. This analysis demonstrates that there is sufficient stacking space between the A37 junction and the crossing for a typical vehicle queue, meaning that vehicles turning into Temple Inn Lane should not be required to stop on the A37 under normal operating conditions. Zebra crossings are a low-impact intervention compared to signalised crossings, and the anticipated pedestrian demand is moderate. The proposed crossing is in an appropriate position to prevent queuing back onto the A37 under normal circumstances. This approach aligns with LTN 1/20 principles for balancing pedestrian priority with network efficiency.

Concern about visibility of the crossing when turning onto Temple Inn Lane from the A37

Visibility from the A37 turn has been reviewed on site. The crossing has been positioned to maintain clear sightlines for drivers emerging from the junction, accounting for existing constraints such as boundary walls and on-street parking. The design meets relevant visibility criteria, ensuring sufficient time for drivers to see and react to pedestrians at the crossing.

Alternative suggestions (raised crossing or pelican crossing)

A raised zebra crossing was considered but discounted. A raised table in this location would create significant vertical deflection at a point used regularly by HGVs and agricultural vehicles. This could increase noise, cause driver discomfort, and raise the likelihood of vehicles diverting onto unsuitable village routes.

A signal-controlled (pelican) crossing was discounted due to the comparatively low levels of pedestrian demand and the higher construction and maintenance costs associated with signalised infrastructure. The zebra crossing offers the most proportionate intervention for the expected pedestrian volumes while improving safety and accessibility.

Widening and Improvement of Footpath (Village Hall to Gillets Hill Lane)

Concern about Gillets Hill being steep / suggestion to add steps

Gillets Hill has a naturally steep gradient which can be challenging, particularly in wet or icy conditions. To address this, steps will be incorporated on the steepest section to provide a safer and more manageable route for pedestrians. This responds directly to community feedback and improves year-round usability.

To maintain accessibility for wheeled users, the stepped section will be clearly signed in advance from both the Village Hall and Gillets Hill Lane ends of the route, advising users of alternative accessible routes. The path surfacing will still be improved along the remainder of the alignment to support better traction and drainage.

Concern about traversing the stone stile

The stone stile is a heritage feature and will remain in place. The widened path will therefore terminate before the stile, and residents using wheeled aids will be directed to alternative accessible routes.

Signage will be provided at both ends of the footpath (Village Hall and Gillets Hill Lane) to ensure users are aware that the section beyond the stile is not suitable for wheelchairs, pushchairs or mobility scooters.

Concern that landowners have not been consulted

All landowners identified through title searches have been contacted during preliminary design. Any residual land agreements will be addressed during detailed design and legal processes.

Environmental impact concerns

The proposed widening of the existing path (which is restricted to the eastern periphery of the field) will be limited to 2.5m only to allow for two-way pedestrian and cycle flow, in line with LTN 1/20 Table 6.3. Vegetation clearance will be minimised, and ecological surveys will inform mitigation measures to protect habitats and species. Physical features (including bollards) will be installed at both ends of the route to prevent motor vehicle access.

Installation of Street Lighting on Footpath (St Barnabas Church to Brandown Close)

Concern about lighting being too bright / disturbing residents

Lighting design will follow BS EN 13201 standards for residential footpaths, using full cut-off LED lanterns with directional shielding to prevent light spill into adjacent properties. The luminance level will be the minimum required for safety, and columns will be positioned to avoid direct glare into windows, and the lighting level will be the minimum required for safe passage.

Energy efficiency and timers

The specification includes low-energy LED units with photocell controls and dimming capability. Timed or motion-activated lighting will be considered during detailed design to reduce energy use and light pollution, subject to feasibility and maintenance requirements, to minimise energy use and reduce unnecessary illumination.

Query about previous development obligations

Historic planning conditions for Brandown Close will be reviewed, but the current proposal is being progressed based on identified safety needs raised through public engagement rather than any previous development obligations.

Extension of 30mph Speed Limit on Temple Inn Lane

Doubts about enforcement / suggestions for better enforcement

Enforcement responsibility lies with the police; however, design measures will be incorporated to reinforce compliance. These include:

- **Gateway features** at the start of the 30mph zone (traffic signs, road markings, and visual narrowing treatments such as coloured surfacing or speed roundels).
- **Repeater signs** where permitted by regulations.

Physical traffic calming was considered but discounted due to the narrow carriageway, which already encourages lower speeds and is used by HGVs.

Suggestions for 20mph limit

A 20mph limit was assessed but not progressed because Temple Inn Lane functions as a local distributor road (designed to carry moderate traffic leading to and from the A37), and traffic volumes and vehicle types do not meet the criteria for 20mph zones under DfT Circular 01/2013. The 30mph extension provides a proportionate safety improvement without unduly impacting network performance.

Signage and markings

Enhanced signage and road markings will be included at the start and end of the extended limit, with additional repeater signs where permitted by regulations.

Extension of 30mph Speed Limit on A37 (to Temple Bridge)

Doubts about enforcement / suggestions for cameras

Average speed cameras and enforcement measures fall outside the scope of this scheme and require separate funding and police agreement. However, the design will include high visibility signage and carriageway markings to reinforce compliance. The extended limit aligns with DfT guidance on rural speed management and addresses collision risk.

Suggestions for gradual speed transitions

The design will incorporate buffer zones and advance warning signs to encourage gradual speed reduction when entering the village, in line with Traffic Signs Manual Chapter 4. This approach reduces the likelihood of abrupt braking and improves driver compliance.

Environmental and noise considerations

Lower speeds will reduce traffic noise and improve safety for vulnerable road users without significantly affecting journey times. This supports the Liveable Neighbourhood objectives of creating safer, more pleasant streets.

