

# Developing Liveable Neighbourhoods – what it means for your Forum area



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## **What we'll talk about today:**

- What are Liveable Neighbourhoods (LNs)
- Why do we need LNs
- Where are the first phase of LNs
- What we've achieved so far
- What we're doing now
- What will happen next
- Q&A



# What are Liveable Neighbourhoods

Typically in Liveable Neighbourhoods **road space is reallocated to allow fairer access and amenity for all users** (not just motorists).

For example:

- More space for safer **active travel** i.e. walking, wheeling, public transport
- **Healthier, pleasant places** for people to sit and meet (with fewer vehicle emissions, more greenery and better community spirit)



Not just a series of traffic interventions – schemes also aimed at **improving health and wellbeing**





# What are Liveable Neighbourhoods

Typical features are:

- Better infrastructure like **wider pavements, dropped curbs, and dedicated lanes** for safe cycling and wheeling.
- **Modal filters/vehicle restrictions** on certain streets to restrict through traffic but enable access for residents using bollards, planters, gates, one way systems or cameras, etc.
- Improved **social spaces** with green planting, street furniture, wayfinding, places to meet others.
- **Resident's parking schemes**



# What are Liveable Neighbourhoods

- Helping our own communities to develop LNs is central to delivering on our **climate and ecological emergency objectives** and **giving people a greater say**.
- They are being **proposed and led by communities**, with our support.
- They are not new – they've been **successfully developed across the world** (albeit mainly in urban environments so far).





# Why do we need LNs

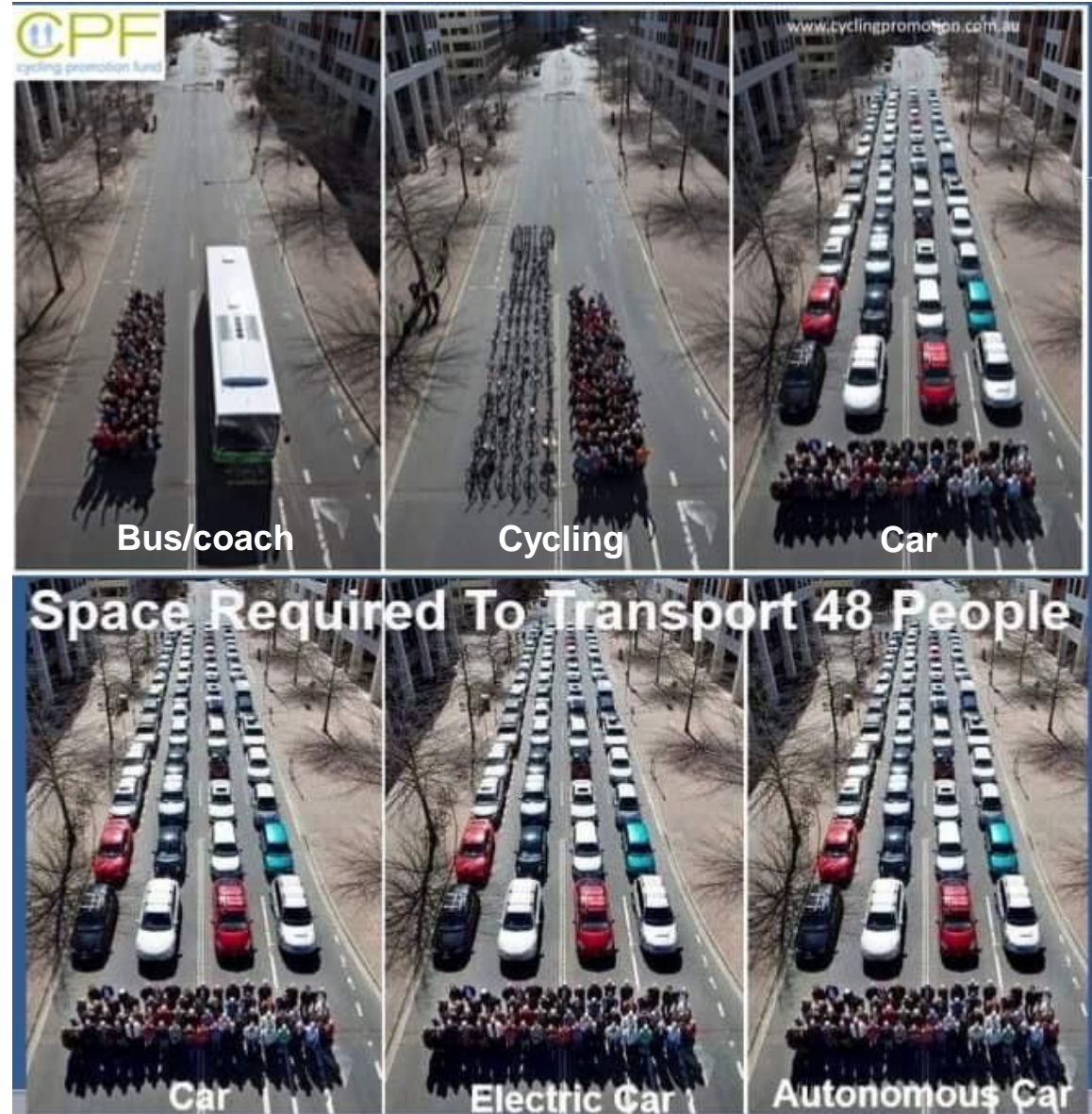


- Active travel can improve everyone's health and well-being – but the sheer number of cars now on our roads (and the lack of space for walking, cycling and wheeling) is **discouraging people**.
- We have **climate and ecological emergencies** and high levels of air pollution (even in rural areas like Temple Cloud).
- We all have a part to play to **reduce vehicle emissions, improve air quality, and improve our health**.
- The status quo is putting those who are **most vulnerable** at the greatest risk (from air pollution and a lack of fresh air, outdoor play, exercise and social interaction).



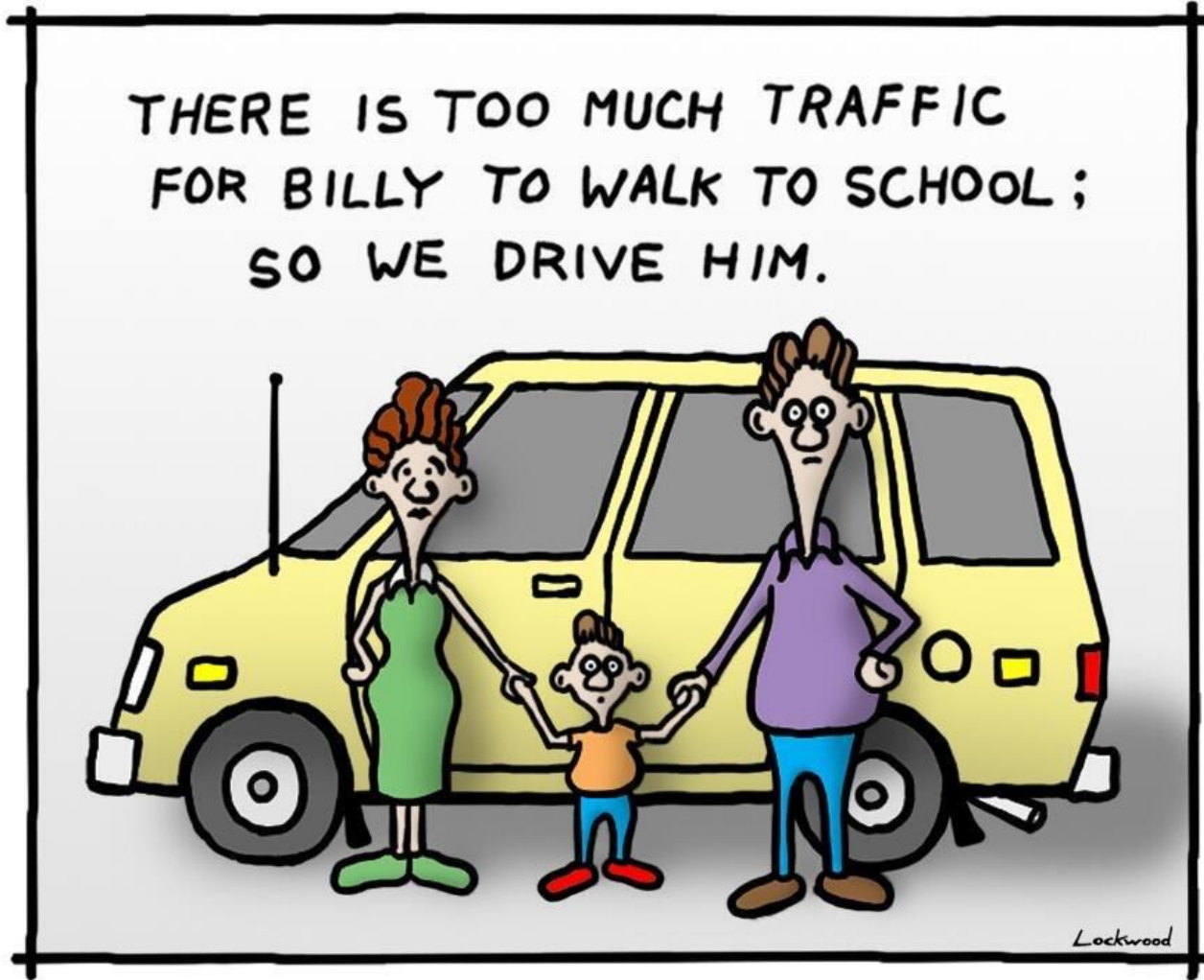
# Why do we need LNs

- The car will always have a place on our streets, but it should not dominate.
- Electric cars are still cars and will require the same space, as well as charging infrastructure.





# Why do we need LNs



Traffic Inducing Traffic

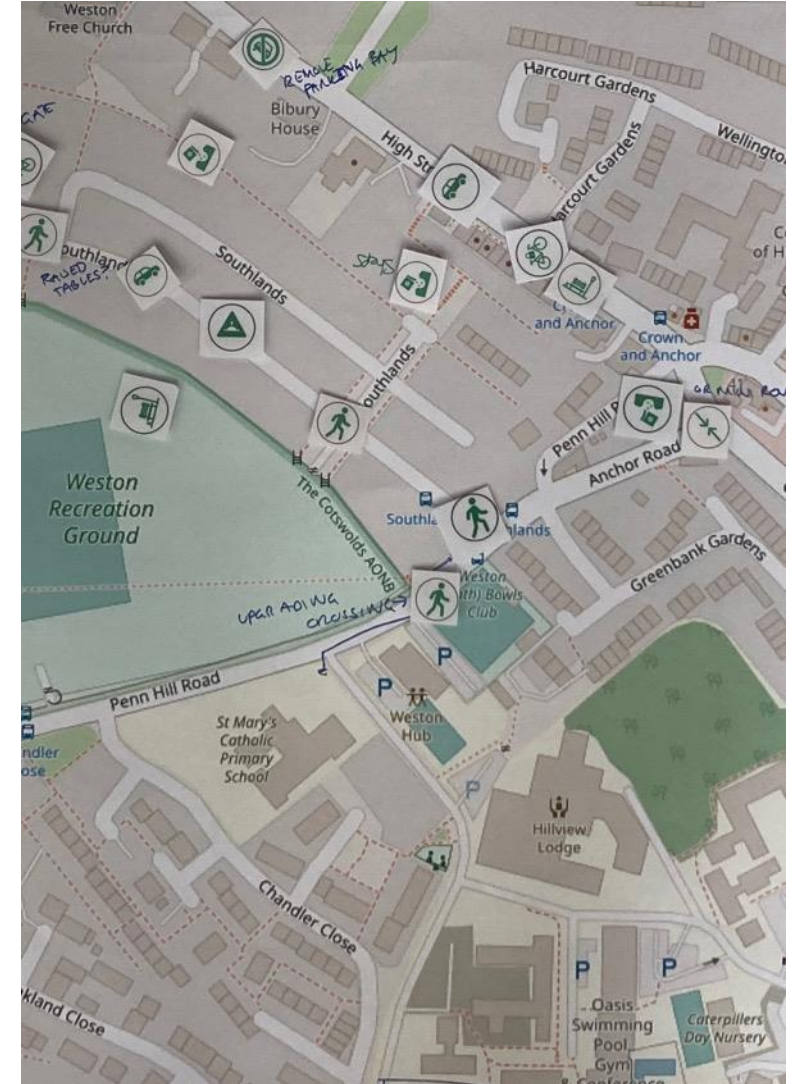
- As individuals, we can make a **choice**.
- We can choose to **do things differently**. Travel less. Consume less. Care more about others in our communities.
- We are creatures of habit, but we also adapt quickly – COVID has shown that.
- Even changing journey habits for just **one or two trips a week** would have a significant impact on the network.





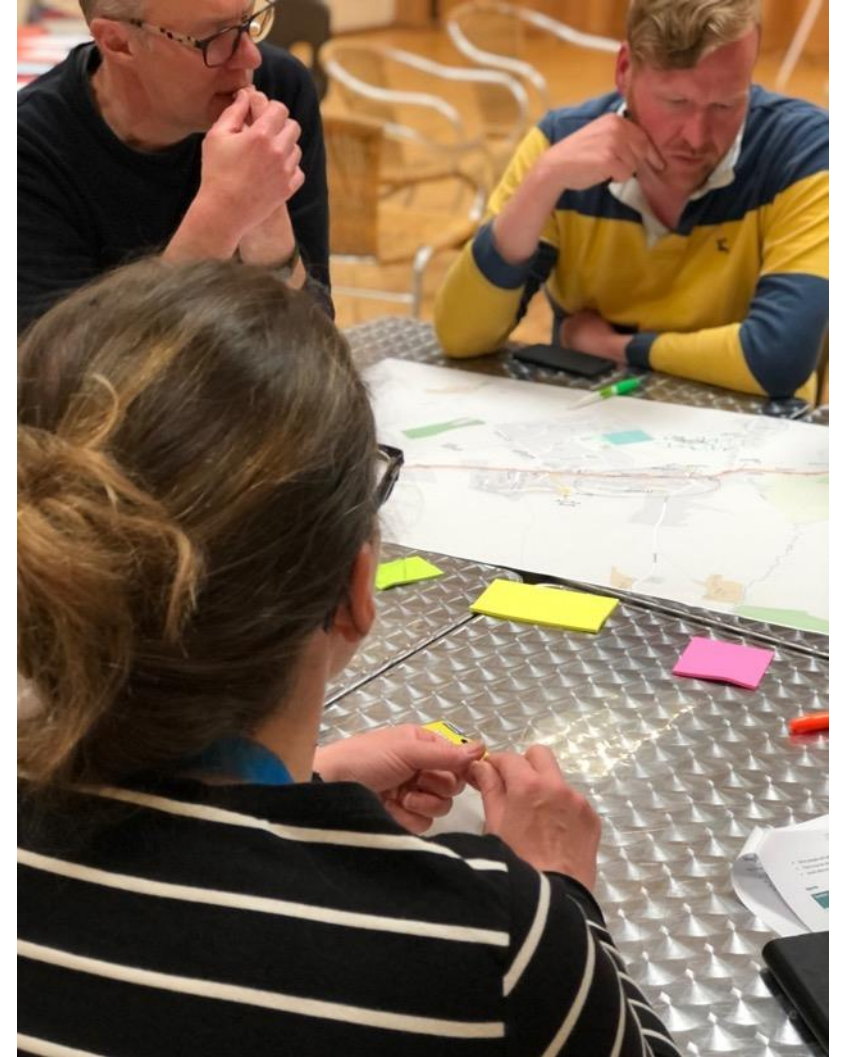
# Where are the first phase of LNs

- Temple Cloud
- Mount Road, Bath
- Entry Hill, Bath
- **Morris Lane and Bannerdown, Batheaston**
- Oldfield Lane and the Avenues, Bath
- Church Street and Prior Park Road, Bath
- Egerton Road and Cotswold Road, Bath
- Queen Charlton and Whitchurch Village
- Southlands, Bath
- Chelsea Road, Bath
- Lyme Road and Charmouth Road, Bath
- London Road and Snow Hill, Bath
- New Sydney Place and Sydney Road, Bath
- Pulteney Estate, Bath
- The Circus and Lower Lansdown, Bath



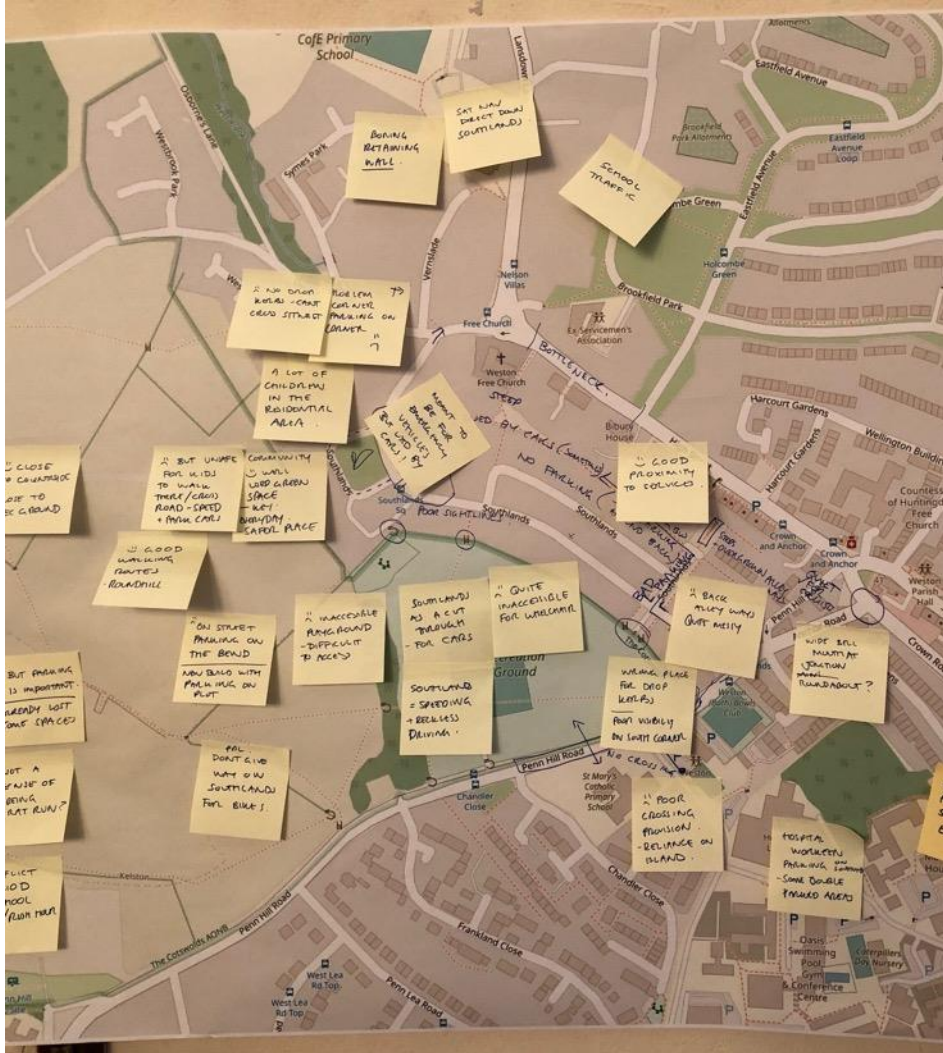
# What we've achieved so far

- Autumn 2020 – we consulted the public on the Liveable Neighbourhoods strategy
- Summer 2021 – **48 communities** came forward with requests for LNs and **15 areas were prioritised** for this first phase
- Winter 2021 – we held a **public engagement** we asked communities to identify broad themes:
  - what was good about their area
  - what issues they experienced
  - and what they'd like to see improved





# What we're doing now



- Over the summer **residents have attended workshops** to help develop their LNs – sharing ideas and issues and identifying potential solutions on maps.
- We've also held in-person exhibitions to showcase the outcomes from the workshops, **asking communities to comment and prioritise** what measures/improvements they'd like to see in a preliminary design.
- And we've taken the workshop on the road, **visiting local groups** that might find it harder to come to workshops or 'have their say' (for example, Batheaston Youth Club).





# What will happen next

- The measures/improvements prioritised in the exhibitions will be assessed against cost, practicality, timeline and other factors to inform the **shortlist of interventions** to be taken forward to preliminary design.
- We will then **engage the wider public** on the preliminary designs before more detailed designs are drawn up.
- From there, **formal public consultation** will take place, either prior to implementation or during trials (with measures temporarily installed on streets etc.).
- The process is designed to allow **consensus to build amongst communities**, with ample opportunity for people to 'have their say'.



# Q&A



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